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The Chronicle.

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THE MONETARY SITUATION AND THE RISE IN GOLD.

With the other indications of returning financial and mercantile activity, two movements have attracted attention in Wall street. The first is a sudden advance of gold yesterday, and the other a slight increase in the activity of money. Both these incidents have been much discussed, and they are worthy of examination. As to the activity in money, it has, we think, been exaggerated. As late as Thursday money was offering at two per cent on governments. There is, however, a little less disposition to make time-loans at the rates lately current, and more discrimination is used in regard to collaterals. Indeed, a discussion is going on as to this severe spirit of discrimination. All of us remember with regret the time when our banks were a great deal more rigid as to collaterals than they have been of late years. Several conservative banks had a

rule never to make a call loan except on governments. This good old rule, some of our optimist friends contend, ought to be revived. But, in reply, it is argued that this rule is impossible of adoption, for the simple reason that the banks have to lend their money on such securities as are afloat in the street. Governments are not now so plentiful as formerly. On the contrary, they are scarce, and to prohibit the banks from loaning except on governments, would be to forbid them from making call loans altogether. A second proposition is that the banks should not lend except on dividend-paying securities, whether government, railroad, or miscellaneous. Why, it is asked, should a bank, whose deposits are payable on demand, lend those deposits on securities in which it would not invest its funds? To this question it is difficult to reply. The managers of our banks are better capable of answering if than most of the persons who criticise them, and both occasionally make mistakes. Still it is always welcomed as a good sign when our banks are able to insist on their undoubted right to scrutinize their collaterals. It is one of the results of the panic of 1873 that the discrimination against doubtful collaterals is so severe as it has been during the major part of the last two years. With the slight exceptions we have suggested there is not much movement visible in the money market. We observe, however, a greater inclination in well informed quarters to look for somewhat higher rates. As the busy season is approaching when the demand for money may reasonably be expected to improve, there is obvious reason to anticipate that some responsive improvement in rates will also be seen. It must, meanwhile, be remembered that the supply of idle capital is rapidly increasing. On this circumstance the belief is founded, which rather extensively prevails in bank circles, that the rate of interest will rule at moderate rates for some time to come.

As to the other point, the rise in gold, it follows so closely upon the inflationist resolution at Erie, that not a few persons ascribe the one to the other. Certainly the bulls in gold have availed themselves very adroitly of a prominent event to push their schemes forward. Another opinion is that, during the last ten days, a powerful gold clique has been organized, and that there is in the market a short interest of some magnitude. The lending rates for gold yesterday are referred to as proving that the clique are determined to "squeeze the bears." On the other hand, there is a rumor which has just been revived, that the Syndicate are about to offer to make a contract to take 200 millions of the 4½ per cents, together with the \$30,537,550 of Fives which are

still remaining under the contract of last Spring. On this expectation, taken in connection with other circumstances, the theory is advanced that gold will not advance. As to the truth of this theory we have nothing to say; but, on inquiry, we do not find any confirmation at present of the rumor as to the 4 per cents. The whole of the 5 per cents are expected to be soon absorbed by the Syndicate, and a promising outlook is reported abroad for the future of our government bonds and other good securities. How far these circumstances affect the prospective movements of the gold market is too obvious to need pointing out.

One of the most dubious features of the financial situation is the uncertainty and disquiet which prevails as to the monetary policy of the next Congress. Everybody admits that in proportion to the activity of our national production will be the rapidity of our recuperative growth, and that the present dulness of trade cannot be expected to pass away except as financial confidence is restored. But one of the greatest obstacles to this revival of financial confidence is the agitation which is kindled all over the country by the currency inflationists. Under pretence of seeking to revive business these paper money men are really taking the most effectual means to disturb confidence and prevent or retard business recuperation. The quietude of the money market and the late rise in gold are symptoms of the dulness of trade which, though due to various causes, is being fostered and increased by every agitation which, like that of the irredeemable money men, disturbs financial confidence, and thus hinders the flow of the returning tide into the channels of business.

GENERAL GARFIELD ON SPECIE PAYMENTS.

In the violent commotion of opinion which is so industriously stirred up by factions theorists on the currency question it is refreshing to turn from the ignorant sophistry of the inflationists to the broad views, accurate knowledge and calm statesmanship which are displayed in not a few of the addresses which are made now and then on both sides of the political arena. Governor Tilden's utterances on the subject of a sound currency may be cited on the one side, and on the other we have such orations as that delivered by General James A. Garfield a few days ago at Warren, Ohio. This speech refutes very successfully the charge that financial panics are caused by a lack of currency, and then proceeds to some more direct arguments in favor of a financial policy directed with conservative judgment and prudence toward specie payments. As to the first point, the real influence of currency on panics, Mr. Garfield discussed it as follows:

It was said the present distress was caused by the recent contraction of the currency. This declaration is conspicuously untrue, for at the time when the crash came in September, 1873, there was more currency in circulation than at any time for several years previous. At that time the greenbacks, fractional currency and national bank notes outstanding amounted to \$740,000,000. This was twice as much as the highest amount ever pushed into circulation at any one time previous to the war. A further proof that the crisis was not caused by a lack of circulation is the fact that by the act of June, 1870, the banks were allowed an increase of currency to the amount of \$54,000,000. This amount would certainly have been issued had there been a real demand for it. But when the crisis came in 1873, only about half that amount had been issued. The business of the country had not called for it.

It is the invariable lesson of history that a great increase of paper money disturbs values, promotes speculation and over-trading, hastens a crisis, and aggravates its effects. In the three years which preceded the great crash of 1837 the bank note circulation was increased nearly 50 per cent. It rose from \$95,000,000 in 1834 to \$149,000,000 in 1837. In 1857 the volume of currency had been expanded to the highest point it had ever reached, and when the crash of that year came there was \$215,000,000 in circulation, which soon after collapsed to \$135,000,000. As a disease of the blood poisons and deranges all the functions

of the body, so a disordered currency disturbs values and deranges all departments of industry. All this derangement may be produced by a great and sudden increase of coin. Witness the remarkable crisis from which Prussia is now suffering. As the result of her late war she received from France the enormous indemnity of \$1,000,000,000 in coin, and it was paid to her within the period of two years and a half. With such vast resources, the Government commenced the building of extensive public works, and thus stimulated, to an unusual degree, many branches of industry. The people followed the example of the Government, and over-production, over-trading, and speculation were the order of the day, until a crash came, the worst Prussia has suffered for half a century. An able Prussian writer has lately said it would have been better for the German people if not a dollar had been paid by France.

Thus far, no foresight has been able to prevent the recurrence of these commercial crises. They have occurred once in about twenty years in this country, and have always resulted from the same causes, viz., over-production, over-trading, extravagance and speculation, carried on until the bubble bursts and the crash comes.

This is a specimen of the nervous, relentless logic by which the speaker strikes down the theory that panics are caused by a lack of currency. But why, it may be asked, does he single out this dogma for such special assault. The reason is that here is the key of the citadel. If the inflationists are driven from this single position they will soon lose the rest. But Mr. Garfield, like a good general, advances further. Having shown that lack of currency did not produce our late panic, he showed the true causes of that disaster. These causes, as our readers well know, were that we converted our floating capital into fixed forms faster than financial health allowed. We lent the deposits of our banks for permanent works. We built railroads at the rate of 7,000 miles a year. "Our furnaces and mills were pushed to their utmost capacity. Capitalists rushed into business on the rising tide of prosperity. New furnaces and mills were built in all directions. The capacity of old ones was increased. It was not long before the markets were glutted, but still the work went on. Mill-owners used up their surplus earnings in pushing on the work, and then drew on the future. A superficial observer would have pronounced this the happy rally of prosperous industry. He would have pointed to the neat and comfortable homes of miners and mill hands, and to the great activity of capital and labor. But every day witnessed the destruction of capital, the accumulated earnings of previous years. Every ton of iron thus forced upon an overstocked market was reducing the value of the whole stock on hand. Millions of capital had been wasted in starting railroads that could not be completed, and in completing others that could only be run at a loss. Seven millions of dollars were sunk out of sight amid the snows and deserts of the Northern Pacific Railroad."

The same expansion was visible elsewhere. Some of our banks lent the deposits of their customers on call to companies and firms that could not repay the loans on call. The money had been spent on works not immediately productive. The capital was not lost any more than seed cast into the ground is lost during the Winter. But sometimes, in great financial operations, the interval between seed-time and harvest is long. So it was in the railroad mania of England in 1847 and in our railroad panic a quarter of a century later. "In September, 1873, the bubble burst—the great firm that was carrying the Northern Pacific fell in ruins, and carried with it scores of other roads. The greatest consumer of iron ceased to be a consumer; the fire of the furnaces went out; the mills were silent; iron was a drug in the market; the credits of iron and coal men had been so extended, the volume of their own paper was so inflated, that their debts could only be paid by the ruinous sacrifice of past accumulation. If \$500,000,000 of currency had dropped down from the sky into the hands of the

iron masters they could not have kept their furnaces and mills at work without increasing loss."

Such is General Garfield's explanation of the panic of 1873. It was caused, he says, not by lack of currency but by a lack of capital. This substantially agrees with the account which we have often given of that disaster, and the view is now accepted by the best authorities.

One of the strongest of his arguments against inflation is drawn from the change which is developing in modern methods of doing business. The inflationists, he says, exhibit "a remarkable ignorance of the methods by which business is carried on. They assume that currency is the chief instrument of trade. While it is true that money is our great measure of value, it is by no means our great agent of exchange. Nine-tenths of the business of this country is transacted by means of bank credits. In the month of February, 1871, at my request, the Comptroller of the Currency required an analysis of the transactions of fifty-two of the national banks, during six consecutive days. One group of banks was selected in several large cities; the rest were country banks, away from railroad and commercial centres, where the amount of currency used would be larger in proportion to the business done than in the cities. During the six days named the fifty-two banks received over their counters in the usual course of business, in round numbers, \$157,000,000. Of this large sum only \$19,000,000 was in money. All the rest was in checks, drafts and other forms of commercial paper. In other words, eighty-eight per cent. of all that business was transacted without any actual use of money. Less than five per cent of the vast transactions of the New York Clearing-House is in money."

If money forms so small a part of the machinery with which the business of the country is carried on, where, asks Mr. Garfield, is the reason for supposing that an increased issue of paper money would have the slightest effect in stimulating trade. He even goes further, and points to the history of the paper money experiments that have been tried in this country and abroad, to show that legal-tender paper money is an explosive and dangerous instrument, which has never failed to bring instability and disaster to the financial and commercial systems of the countries that have adopted it.

We regret our want of space to notice Mr. Garfield's admirable argument to prove that the Constitution of the United States forbids the issue of legal-tender paper money in time of peace. On all sides, as he shows, we are urged on towards specie payments. The Constitution forbids us to recede further from the specie standard by the issue of paper money. The interests of business as well as the organic law of our jurisprudence demand that Congress should make the standard of our currency equal to coin. This, he says, is "the settled policy of the Government, to be realized not by any sudden shock to business, but by a gradual and steady appreciation, which will stop gold gambling and give stability to values and steadiness and confidence to business. We are standing at the forks of the road. The one is the path of honor, of public faith, and leads to peace and prosperity. The other leads to dishonor, repudiation, broken faith and to financial ruin, far greater than we have yet seen." This wholesome teaching is very timely. For many years there has not been a period when the paper money inflationists were more busy or more dangerous. Never has the obligation been so strong upon the friends of a sound currency to forget minor differences and to unite in the patriotic purpose of defending the threatened life of our financial system.

RAILROAD EARNINGS IN AUGUST, AND FROM JANUARY 1 TO SEPTEMBER 1, 1874

The principal interest in the earnings reported below is in the returns of the Central and Union Pacific roads, as these are the only ones whose securities are largely dealt in at our Stock Exchange. If the time comes soon, when the current monthly earnings of leading roads show a decided increase compared with last year, our readers may expect to see the list of those reporting their earnings considerably enlarged.

The month of August, it is generally believed, was quite unfavorable for railroad traffic. The large grain movement which helped the Western roads in July was materially checked, and the sluggish condition of business in general, together with the unreasonably low rates for freight and passengers, all worked disadvantageously for the railroads. We can hardly avoid the conclusion that a great part of the decrease in railroad earnings during the past year has been brought about by the action of railroad officers and agents in quarreling among themselves, and each making rates on freight and passengers which were designed to injure their neighbors, although killing themselves at the same time. Within the past week there have been Cincinnati people in New York on tickets at \$10 for the round trip here and back—these tickets having been sold in Cincinnati good for use till September 15. Now it is evident that such rates are simply suicidal, and stock and bondholders can hardly look on with complacency and see the value of their property thus frittered away. In the present instance, we believe, the "cutting" was commenced by the Atlantic & Great Western connecting with the Erie, and that tickets were actually offered at \$9 and a fraction; at least, such is the statement of a gentleman from Cincinnati, who should know, and if there is any error in the fact we shall be happy to correct it. This particular instance may not be of special importance in itself, but it is worthy of notice as showing one phase of the present railroad situation—namely, that the large number of bankrupt roads throughout the country now operated by receivers, form a great obstacle to the establishment and maintenance of regular tariffs for business which shall be strictly carried out by all the contracting parties. After a railroad has gone to default, there is necessarily a good deal of demoralization about its affairs, the stock loses its value, and the strong inducements of honor and interest, which were previously brought to bear for preserving the credit and good standing of the company, are gone.

Without descending to the details of particular times and places, one point seems to be certain, and that is, that the competing railroads in all parts of the country should lay aside their hostilities and in a fair and liberal spirit combine to establish and keep up such rates for business as will ensure them a reasonable compensation for the services rendered. It is time now for negotiation and not for further quarrelling; and with a decent regard on the part of each company for the rights of its neighbors, and for keeping its own agreements, there is no doubt but that the damaging competition can in most cases be stopped. The four great trunk lines from New York to the West have set the example in their late agreement, moderately advancing their rates, and it is to be hoped that other roads throughout the country will follow.

Aside from the meagre reports of current earnings, there are some features of interest in regard to particular roads. The New York Tribune has the following of Lake Shore, though the authority therefor is not stated:

We are furnished with the figures given below as the approximate gross earnings for the month of August, which compare with previous years as follows:

1873\$1,566,914 | 1874\$1,414,818 | 1875\$1,394,590

The earnings and expenses of this road to June 30, 1875, we have had; the gross earnings from July to December in each of the last four years were as follows:

	July.	August.	September.	October.	November.	December.
1874.....	\$1,235,831	\$1,414,818	\$1,433,609	\$1,539,497	\$1,335,894	\$1,865,985
1873.....	1,466,956	1,566,914	1,791,375	1,785,136	1,433,734	1,872,692
1872.....	1,235,144	1,472,074	1,642,640	1,774,830	1,567,875	1,492,385
1871.....	1,140,287	1,304,253	1,377,653	1,410,956	1,353,361	1,243,594

The total for six months in 1874 was thus \$8,494,625, and if it be assumed that the company will show an average decline from July to December this year of \$150,000 per month, the gross earnings for the last half of 1875 would be \$7,504,635, which would leave \$1,594,871 as net earnings, allowing 70 per cent for operating expenses—that being about the percentage for the first six months of this year.

The Central Pacific report for the year 1874 has just been issued, and it contains a supplementary statement of earnings and expenses for six months to June 30, 1875, which shows that the

net earnings for first half of this year, were \$4,229,798, against \$3,482,885 in 1874. The details by months are as follows, the figures being given in mixed coin and currency:

	Gross Earnings.	Operat'g Exp's.	Earnings over Operat'g Exp's.
January.....	\$775,798	\$411,335	\$364,463
February.....	761,886	361,941	400,945
March.....	824,352	1,033,704	418,488
April.....	1,099,641	1,036,379	408,582
May.....	1,222,518	1,068,669	419,587
June.....	1,230,032	1,004,500	400,388
Totals.....	\$5,933,630	\$7,380,138	\$2,430,744

The earnings of the Southern Pacific Railroad of California, during August, were \$190,000 coin:

	1875.	1874.	Increase.	Decrease.
Atchison, Top. & Santa Fe.....	\$150,000	\$113,681	\$37,319	\$.....
Central Pacific.....	1,532,000	1,829,537	297,443	\$.....
Cin., Lafayette & Chicago.....	22,212	23,156	944	\$.....
Indianap. Bloom. & West.....	103,353	144,173	40,820	\$.....
International & Gt. Northern.....	52,487	51,111	1,376	\$.....
Kansas Pacific.....	305,139	299,937	5,202	\$.....
Kookuk & Des Moines.....	67,448	63,309	4,139	\$.....
Mo. Kansas & Texas.....	180,119	184,909	4,790	\$.....
St. L., Alton & T.H. (branches).....	40,406	30,039	9,367	\$.....
St. Louis, Iron Mt. & Southern Union Pacific.....	1,061,000	1,042,416	18,584	\$.....
Total.....	\$3,801,843	\$3,543,518	\$258,325	\$61,014
Net increase.....			\$258,325	\$61,014

* Three weeks only of August in each year.

GROSS EARNINGS FROM JANUARY 1 TO AUGUST 31.

	1875.	1874.	Increase.	Decrease.
Atchison, Topeka & Santa Fe.....	\$589,128	\$787,983	\$21,143	\$.....
Central Pacific.....	10,919,183	8,933,460	1,985,723	\$.....
Cin., Lafayette & Chicago.....	240,092	281,564	41,472	\$.....
Indianap. Bloom. & West.....	770,329	1,091,261	320,932	\$.....
International & Gt. Northern.....	704,305	692,846	11,459	\$.....
Kansas Pacific.....	3,038,112	2,102,865	935,247	\$.....
Kookuk & Des Moines.....	531,773	483,394	48,379	\$.....
Mo. Kansas & Texas.....	1,830,445	1,890,445	60,000	\$.....
St. L., Alton & T.H. (branches).....	353,149	338,522	14,627	\$.....
St. Louis, Iron Mt. & Southern Union Pacific.....	2,145,384	1,906,988	238,396	\$.....
Total.....	\$27,796,755	\$24,884,461	\$2,912,294	\$654,239
Net increase.....			\$2,912,294	\$654,239

* Three weeks only of August in each year.

The following companies have recently reported their earnings for July:

	1875.	1874.	Increase.	Decrease.
Indianapolis & St. Louis.....	\$109,488	\$145,811	\$36,323	\$.....
Mobile & Ohio.....	102,101	119,047	16,946	\$.....
Philadelphia & Erie.....	322,837	313,615	9,222	\$.....
St. P. & S. C. & S. C. & St. P.....	84,064	70,831	13,233	\$.....
Total.....	\$618,490	\$649,304	\$30,814	\$53,239
Net decrease.....			\$30,814	\$53,239

	1875.	1874.	Increase.	Decrease.
Indianapolis & St. Louis.....	\$364,574	\$227,317	\$137,257	\$.....
Mobile & Ohio.....	385,436	1,208,217	822,781	\$.....
St. P. & S. C. & S. C. & St. P.....	386,434	443,310	56,876	\$.....
Total.....	\$2,186,444	\$2,574,944	\$388,500	\$488,500
Net decrease.....			\$388,500	\$488,500

The net earnings of the Atchison, Topeka & Santa Fe Railroad for the month of July were \$65,593, against \$54,693 for July, 1874, being an increase of \$10,900. The net earnings of the same road for the seven months ended July 31, were \$359,840, against \$271,704 for the corresponding period of 1874, showing a decrease of \$11,864. For August the net earnings are estimated at \$100,000, against \$66,207 for August of last year, thus showing an increase of \$33,793. The net earnings of the Philadelphia & Erie Railroad for July were \$120,413, being an increase of \$38,089 on those of last year.

Mining Stocks in San Francisco.—The following table gives a list of the principal mines, the stock of which is dealt in on the San Francisco Exchange, the nominal capital, the total amount of dividends and assessments, and the ground owned by them:

Name.	Capital.	Dividends.	Assessments.	Feet.
California.....	\$4,000,000	\$.....	\$.....	600
Savage.....	11,300,000	4,460,000	1,294,000	771
Belcher.....	10,400,000	17,135,000	660,400	1,040
Alpha Consolidated.....	8,000,000	.....	150,000	306
Consolidated Virginia.....	10,800,000	9,710,000	411,200	790
Mariposa Land & M.....	15,000,000	.....	300,000	13m.
Crown Point.....	10,000,000	14,588,000	623,370	600
Eureka (California).....	3,000,000	2,094,000	1,690	1,690
Chollar-Potosi.....	2,500,000	5,089,000	828,600	4,400
Caladonia.....	2,000,000	.....	890,000	2,188
Empire.....	5,000,000	718,500	466,400	75
Justice.....	10,000,000	.....	660,000	2,100
Gould & Curry.....	10,800,000	3,896,800	1,332,000	933
Julia.....	8,000,000	.....	530,000	8,000
Hale & Norcross.....	1,800,000	1,998,000	1,610,000	400
Overman.....	10,000,000	.....	1,800,000	1,800
Imperial.....	10,000,000	1,267,500	1,470,000	184
Keatch.....	3,000,050	1,252,000	270,000	95
Ophir.....	10,080,000	1,494,400	2,094,400	1,000
Yellow Jacket.....	2,400,000	2,238,000	2,184,000	957
Meadow Valley.....	5,000,000	1,300,000	270,000	.....
Best & Belcher.....	10,800,000	.....	150,000	540
Raymond & Ely.....	8,000,000	3,075,000	480,000	5,000
Sierra Nevada.....	10,000,000	102,500	100,000	2,400
Consolidated American.....	2,000,000	4,210,000	Nt.	185
Northern Belle (new).....	5,000,000	150,000	Net.	1,600
Eureka Consolidated.....	5,000,000	950,000	Net.	.....
Baltimore Consolidated.....	8,400,000	.....	489,000	1,050
Bullion.....	10,000,000	.....	1,800,000	948

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—AUGUST 27.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.....	3 months.	13.01 1/2 @ 12.03	Aug. 28.	short.	11.96
Antwerp.....	"	25.45 @ 25.50	"	"	25.20
Hamburg.....	"	25.50 @ 25.63	"	3 mos.	30.30
Paris.....	"	25.40 @ 25.47 1/2	"	short.	25.16
Vienna.....	short.	25.12 1/2 @ 25.25	"	"	"
Berlin.....	3 months.	11.40 @ 11.45	Aug. 28.	3 mos.	111.80
Frankfort.....	"	25.50 @ 25.63	"	short.	30.30
St. Petersburg.....	"	32 1/2 @ 33 1/2	"	3 mos.	31 1-15
Cadiz.....	"	47 1/2 @ 47 3/4	"	"	"
Lisbon.....	90 days.	52 1/2 @ 53 1/2	"	"	"
Milan.....	3 months.	27.43 1/2 @ 27.47 1/2	"	"	"
Montevideo.....	"	27.43 1/2 @ 27.47 1/2	"	"	"
New York.....	"	27.43 1/2 @ 27.47 1/2	Aug. 27.	3 mos.	\$4 97
Rio de Janeiro.....	"	"	"	"	"
Bahia.....	"	"	"	"	"
Suenos Ayres.....	"	"	"	"	"
Valparaiso.....	"	"	"	"	"
Fernambuco.....	"	"	"	"	"
Bombay.....	"	"	Aug. 26.	6 mos.	12 1/2 @ d.
Calcutta.....	"	"	Aug. 26.	"	12 1/2 @ d.
Hong Kong.....	"	3s. 11 1/2 d.	Aug. 19.	"	4s. 1 d.
Shanghai.....	"	5s. 6 1/2 d.	Aug. 16.	"	5s. 7 1/2 d.
Penang.....	"	"	"	"	"
Singapore.....	"	"	"	"	"
Alexandria.....	"	"	Aug. 25.	3 mos.	97 1/4

[From our own correspondent.]

LONDON, Saturday, Aug. 28, 1875.

The supply of money seeking employment continues very large, and the rates of discount have continued to show a downward tendency, but as it is not the practice of the Bank of England to reduce their official *minimum* below 2 per cent., no change had been made by the Bank authorities this week. The return issued on Thursday was a very satisfactory statement. The proportion of reserve to liabilities is now as much as 55 1/2 per cent. The supply of bullion amounts to £39,327,905, against £33,078,119, while the reserve of notes and coin is £16,399,635, against £11,745,244 last year. As indicating how great is the supply of unemployed capital, it may be noticed that the total of "other deposits" is £35,238,537, against £19,531,233 last year, £19,278,806 in 1873, and £19,207,563 in 1872. The ease of the money market seems likely to continue, and the demand for sound dividend-paying securities may be expected to remain active. Scarcely any new schemes are now being brought forward, and it seems doubtful if, in the present temper of the public, any encouragement would be given to them if they were introduced to public notice. During the grain season, now about commencing, we shall undoubtedly have to pay higher prices for wheat, but although our crop is below an average, yet it is not sufficiently deficient to necessitate any great rise in prices. We are not likely, it seems, to have any serious competitors in the producing markets, and consequently we anticipate obtaining what we require on reasonable terms. No doubt, we shall have to pay about ten shillings per quarter more than during last season, but even that advance will have but little effect upon our money market, as the improvement established is from a point unusually low. The quotations for money are now as follows:

	Per cent.	Per cent.
Bank rate.....	1 1/2	1 1/2 @ 1 1/2
Open-market rates:		
30 and 60 days' bills.....	1 1/2 @ 1 1/2	6 months' bank bills..... 1 1/2 @ 1 1/2
3 months' bills.....	1 1/2 @ 1 1/2	4 and 6 months' trade bills..... 2 1/2 @ 2 1/2

The rates of interest allowed by the Joint-stock banks and discount houses for deposits remain as follows:

	Per cent.
Joint-stock banks.....	1 1/2
Discount houses at call.....	1 1/2
Discount houses with 7 days' notice.....	1 1/2
Discount houses with 14 days' notice.....	1 1/2

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40 Mule yarn fair second quality, and the Bankers' Clearing House return, compared with the four previous years:

	1871.	1872.	1873.	1874.	1875.
Circulation, including bank post bills.....	25,381,497	26,184,808	26,153,961	26,723,523	26,970,027
Public deposits.....	5,101,506	7,796,448	6,413,585	4,224,773	4,098,946
Other deposits.....	22,047,890	19,277,563	19,275,806	19,521,222	23,338,537
Government securities.....	13,968,268	13,354,411	13,300,868	13,594,013	13,488,952
Other securities.....	16,138,660	19,716,502	17,506,589	16,880,097	17,769,676
Reserve of notes and coin.....	15,196,103	12,363,741	13,813,865	11,745,344	16,399,635
Coin and bullion in both departments.....	20,044,463	23,119,251	24,085,225	23,078,119	20,327,905
Bank-rate.....	3 p. c.	3 1/2 p. c.	3 p. c.	3 p. c.	3 p. c.

	1871.	1872.	1873.	1874.	1875.
Consols.....	98 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{3}{4}$	99 $\frac{1}{2}$	94 $\frac{1}{2}$
English wheat.....	57s. 4d.	60s. 3d.	60s. 3d.	57s. 3d.	53s. 0d.
Mid. Upland cotton.....	9 1-16d.	9 15-16d.	8 13-16d.	8 $\frac{1}{2}$ d.	*7 1-16d.
No.40 mule yarn fair 3d quality.....	1s. 1 $\frac{1}{2}$ d.	1s. 8 $\frac{1}{2}$ d.	1s. 1 $\frac{1}{2}$ d.	1s. 0 $\frac{1}{2}$ d.	*11d.
Clearing House return.....	71,194,000	94,353,000	90,051,000	80,345,000	80,608,000

* Prices August 19.

The rates of money at the leading cities abroad are as follows :

	Bank Open			Bank Open	
	rate,	market,		rate,	market,
	per	per		per	per
	cent.	cent.		cent.	cent.
Paris.....	4	3½	Brussels.....	4	3½
Amsterdam.....	3	3	Turin, Florence and		
Hamburg.....	4	4½	Rome.....	5	4½
Berlin.....	5	4	Bremen.....	3½	3½
Frankfort.....	5	4½	Leipzig.....	5	4½
Vienna and Trieste.....	4½	4	Genoa.....	3	3½
Madrid, Cadix and Bar-			Geneva.....	3½	3½
celona.....	6	6½	New York.....	4½	4½
Lisbon and Oporto.....	4	3½	Calcutta.....	6½	
St. Petersburg.....	3	5	Copenhagen.....	6	5

The only demand for gold for export is on Dutch account, and is therefore to a small extent. The arrivals have been unimportant, and consequently nothing of importance has transpired in this department. Silver is firmer and a higher price has also been obtained for Mexican dollars. The steamer for the East has taken out £223,450 in silver and £84,700 in Mexican dollars. Annexed are the quotations for bullion :

are the quotations for Bullion.		GOLD.		s.	d.	s.	d.
Bar Gold,	per oz. standard.	77	9	0	0		
Bar Gold, fine,	per oz. standard.	77	9	0	0		
Bar Gold, refinable,	per oz. standard.	77	11	0	0		
Spanish Doubloons,	per oz.	76	3	0	0		
South American Doubloons,	per oz.	76	3	0	0		
United States Gold Coin,	per oz.	76	3	0	0		
		SILVER.		s.	d.	s.	d.
Bar Silver, Fine,	per oz. standard, nearest.	56	0	0	0		
Bar Silver, containing 5 grs. Gold,	per oz. do.	57	10	0	0		
Gold Dollars,	per oz., last price	55	0	0	0		
Spanish Dollars (Carolins),	per oz. none here	55	0	0	0		
Five Franc Pieces,	per oz.	55	0	0	0		

The stock markets have been quiet, partly owing to the absence of numerous members of the Stock Exchange from town, and partly because of a large section of the public being on holiday excursions. The news from Bosnia and Herzegovina being more satisfactory, a firm tone has prevailed, but the public still pay attention chiefly to sound dividend-paying securities. Hence, British Railway stocks continue very firm, and a further advance in their value has been established. The leading unspeculative foreign stocks have also been in demand and are firm. Erie Railway bonds show indications of recovery. The closing prices of consols and the principal American securities at to day's market, compared with those of yesterday week, were as follows :

	Consols.	Redm.	Aug. 30.	Aug. 28.
			94% 94%	94% 94%
United States, 6s.	1881	109	110	110
Do 5-30 years, 6s.	1882			
Do 6s.	1884			
Do 6s.	1885	106	106	106
Do 6s.	1885	106	107	107
U. S. 1867, \$371,946,560 lss. to Feb. 27, '93, 6s.	1887	108	108	108
Do				
Do funded, 5s.	1881	105	105	105
Do 10-40, 5s.	1904	104	105	105
Louisiana, old, 6s.	1904			
Do new, 6s.				
Do levee, 5s.				
Do do 5s.	1875	35	35	35
Do do 5s.	35	35	35	35
Massachusetts 5s.	1888	101	103	104
Do 5s.	1894	101	103	104
Do 5s.	1900	101	103	104
Do 5s.	1889	101	103	104
Do 5s.	1891	101	103	104
Do 5s.	1891	101	103	104
Do 5s, scrip and bonds.	1896	101	103	104
Virginia stock 6s.		33	33	33
Do New funded 6s.	1905	54	55	55

AMERICAN DOLLAR BONDS AND SHARES

Atlantic & Great Eastern 1st M., \$1,000, 7s.....	1903	30	32	30	32
Do 2d mortg., \$1,000, 7s.....	1903	13	15	13	15
Do 3d mort., \$1,000.....	1902	54	63	54	63
Atlantic Mississippi & Ohio, Con. Mort., 7s.....	1905	46	48	46	48
Baltimore & Potomac (Main Line) 1st mort., 6s.....	1911	90	92	90	92
do (Tunnel) 1st mortgage, 6s.....					
(guar. by Pennsylvania & No. Cent. Railway) 1911		86	88	86	88
Central of New Jersey, cons. mort., 7s.....	1899	96	97	95	97
Central Pacific of California, 6s.....	1896	93	95	93	95
Do California & Oregon Div., 1896					
mortgage gold bonds, 6s.....	1892	84	85	84	85
Detroit & Milwaukee 1st mortgage, 7s.....	1875	35	45	35	45
Do 2d mortgage, 8s.....	1875	35	45	35	45
Erie \$100 shares.....		13	14	11	14
Do convertible, 7s.....	1904	38	40	30	39
Do nonconvertible gold bonds.....	1904	38	40	39	41
Galveston & Harrisburg, 1st mortgage, 6s.....	1911	85	87	85	87
Illinois Central, \$100 shares.....	1911	87	89	86	88
Lehigh Valley, consolidated mortgage, 6s.....	1923	89	90	89	90
Marietta & Cincinnati Railway, 7s.....	1891	98	100	98	100
Missouri Kansas & Texas, 1st mort., guar. gold bonds, English, 18s.....	1904	43	46	42	45
New York Boston & Montreal R.R.s.....	1903	105	106	105	106
New York Central & Hudson Riv. mortg. bonds.....	1903	93	95	93	95
New York Central \$100 shares.....	1903	93	95	93	95
Oregon & California, 1st mort., 7s.....	1908	24	26	24	26
do Frankfort Comm'l's Receipts, x comp. Pennsylvania, \$50 shares.....	1908	45	46	45	46
Do 1st mort., 6s.....	1880	50	51	51	52
Philadelphia & Reading \$50 shares.....	1880	50	51	51	52
Pittsburg Fort. & Rensselaer Equip. Co. bonds (guar. by Pennsylvania Co.), 8s.....	1880	91	92	91	92
Union Pacific Land Grant 1st mort., 7s.....	1898	92	94	90	92
Union Pacific Railway, 1st mortgage, 6s.....	1898	92	94	90	92

* Rx 5 coupons, January, 1873, to July, 1874, inclusive.

AMERICAN STERLING BONDS.

	Medm.	Aug. 30.	Aug. 30.
		90% 91%	90% 91%
Allegheny Valley, guar. by Penn. R'y Co.	1910		
Atlantic & Gt. Western consol. mort., Bischoff.			
certs. (a), 7s.	1890	5 0 7	5 0 7
Atlantic & Gt. W., re-organization scrip, 7s.	1874		
Do. do., leased for rental, 7s.	1880	20 34 20 34	20 34 20 34
Do. do., do.	1873, 7s. 1903	20 34 20 34	20 34 20 34
Do. do., Western exten., 6s.	1876	30 35 30 35	30 35 30 35
Do. do., do. 7s, guar. by Erie R'y.	1876	30 40 30 40	30 40 30 40
Baltimore & Ohio, 6s.	1895	109 110 109 110	109 110 109 110
Do.	1909	109 110 109 110	109 110 109 110
Do. 6s.	1910	108 109 108 109	108 109 108 109
Burlington Cedar Rapids & Minnesota, 7s.	1902	41 52 41 52	41 52 41 52
Carroll & Vincennes, 7s.	1909	41 52 41 52	41 52 41 52
Chicago & Alton sterling consol. mort., 6s.	1901	107 108 107 108	107 108 107 108
Chicago & Paducah 1st mort. gold bonds, 7s.	1908	70 80 70 80	70 80 70 80
Cleveland, Columbus, Cin. & Ind. con. mort.	1902	83 84 83 84	83 84 83 84
Eastern Railway of Massachusetts, 6s.	1898	101 102 101 102	101 102 101 102
Erie convertible bonds, 6s.	1875	60 65 60 65	60 65 60 65
Do. cons. mort. for conv. of existing bonds, 7s.	1884	33 35 33 35	33 35 33 35
Illinois Central mort. 7s.	1894	78 80 78 80	78 80 78 80
Gilman Clinton & Springfield 1st mort. gold, 7s.	1900	88 90 88 90	88 90 88 90
Illinois & St. Louis Bridge 1st mort. 7s.	1900	55 60 55 60	55 60 55 60
Do. do., 2d mort., 7s.	1900	55 60 55 60	55 60 55 60
Illinois Central, sinking fund, 6s.	1908	95 96 95 96	95 96 95 96
Do. do., 6s.	1895	106 108 106 108	106 108 106 108
Illinois Missouri & Texas 1st mort. 7s.	1891	108 109 108 109	108 109 108 109
Lehigh Valley consol. mort., "A," 6s.	1902	101 102 101 102	101 102 101 102
Louisville & Nashville, 6s.	1902	87 89 87 89	87 89 87 89
Memphis & Ohio 1st mort. 7s.	1901	98 100 98 100	98 100 98 100
Milwaukee & St. Paul, 1st mort. 7s.	1902	83 85 83 85	83 85 83 85
New York & Canada R'way, guar. by the Delaware & Hudson Canal scrip, 6s.	1904	101 103 101 103	101 103 101 103
N. Y. Central & Hudson Riv. mort. bonds, 6s.	1903	108 109 108 109	108 109 108 109
Norfolk & Western Bay, consol. mort., 6s.	1901	98 99 98 99	98 99 98 99
Panama general mortgage, 7s.	1897	101 102 101 102	101 102 101 102
Penn. & Decatur,	1892	74 76 74 76	74 76 74 76
Pennsylvania general mort. 6s.	1910	105 106 105 106	105 106 105 106
Do. consol. sink'g fund mort. 6s.	1906	97 98 97 98	97 98 97 98
Perkinston con. mort. (June '73) guar. by Phil. & Reading, 6s.	1913	96 98 96 98	96 98 96 98
Phil. & Erie 1st mort. (guar. by Phil. & Reading), 6s.	1881	100 102 100 102	100 102 100 102
Do. with option to be paid in Phil. & Reading scrip, 6s.	1881	97 99 97 99	97 99 97 99
Phil. & Erie gen. mort. guar. by Penn. RR, 6s.	1898	88 89 87 88	87 88 88 89
Phil. & Reading general consol. mort. 6s.	1911	106 108 107 109	107 109 107 109
Do. imp. mort., 6s.	1897	101 102 101 102	101 102 101 102
Do. gen. mort., 1874, scrip, 6s.	1895	93 96 93 96	93 96 93 96
South & North Alabama bonds, 6s.	1898	85 87 85 87	85 87 85 87
St. Louis Tunnel 1st mort. (guar. by the Illinois & St. Louis R'g Co.), 6s.	1898	60 62 60 62	60 62 60 62
Union Pacific R'g Co., Omaha Bridge, 6s.	1896	97 99 97 99	97 99 97 99
United New Jersey Railway and Canal, 6s.	1894	107 108 107 108	107 108 107 108
Do. do. do. do. 6s.	1901	107 108 107 108	107 108 107 108

The weather has been fine during the week, and a large quantity of grain has been carted. As regards wheat, the yield is certainly below an average, not only on account of a diminished yield per acre, but also on account of the reduced quantity of land under cultivation. In some of the markets held during the week, a small reduction in the value of wheat is quoted, but sound produce is held with firmness. The arrivals at market up to the present time have been of unsatisfactory quality.

The following annual accounts regarding the crops should cheer up many a foreign grower of wheat, as they point to the conclusion that during the season of 1875-6, we shall require large supplies of foreign produce. Mr. T. C. Scott, writes:

Probably in no preceding season has there been such a transition of prospects. Up to the end of May the grass crop was despaired of, while appearances justified the most sanguine hopes in regard to our cereal and pulse crops. Subsequent rains, although they spoiled much hay, have produced abundant keep throughout the summer, and improved the oat crop, which delights in moisture, but, at the same time, in conjunction with late spring frosts, they have materially injured wheat and barley. From close observations, and the result of threshings out, I am led to the conclusion that the produce of both these crops will be 25 per cent below an average in quantity, and 5 per cent in weight and quality. Probably together they occupy an equal area to last year, but that occupied by wheat is undoubtedly less, and the barley area proportionately greater. Assuming the former, instead of 3,883,000 acres, as it was last year, to be 3,500,000, and the yield at 23 bushels an acre, the gross produce would be only 9,325,000 quarters, probably the smallest within the memory of man. The deficiency for consumption, taking it at the minimum rate of 22 million quarters, would then be 13½ million quarters, constituting the largest demand for foreign supplies on record. Barley, which, probably covers 2,800,000 acres, instead of 3½ millions as last year, is universally discoloured, and, from promising to be an extra crop, is now likely to turn out a deficient and inferior one. Foreign importations cannot, unfortunately, as in the case of wheat and oats, remedy the defects of home growth, as very little foreign barley is convertible into the finer qualities of malt. Our great pale-ale brewers are, therefore, likely to be at their wits' end for an adequate supply, and fine samples of barley will, no doubt, command as high if not higher prices per bushel and per lb. weight than wheat, as they did last year. The exhaustion of the stock of old hay and the inferior quality of the new, will enhance the value of oats, and, fortunately, the crop, from at one time appearing a failure, has come up to nearly an average both in this country and in Ireland, and, as the area exceeds that of wheat, and is nearly one half greater than that under barley, it is specially fortunate this season. Roots are everywhere abundant, but, as they require the accompaniment of fodder for the maintenance of live stock, and as this is deficient and inferior, I would strongly recommend the whole being converted into chaff and spiced, and straw substituted for it. As the area appropriated for hay in the United Kingdom is over five million acres, the loss on this large extent of land this year may so far be set down at from 10 to 15 millions of money. Potatoes, too, are everywhere rapidly decaying, on account of the damp state of the ground, and I fear there will be

poor residue to lift in the autumn. On the whole, therefore, I consider this will be a very mixed agricultural year.

Mr. James Caird, says:

As threshing proceeds, and the yield of a seemingly bulky crop begins to be proved, there can be no doubt that the wheat crop is much below that of last year, and less than an average crop. The best qualities of wheat and the best wheat counties are this year the most deficient. In one trial of a heavy crop made for me, the proportion of tail to good wheat was three times greater than last year. The soundest crops are on the western side of the country, from Somerset to Ayrshire. The discolored and defective run along the whole eastern sea board, from Kent to East Lothian, and include the principal wheat counties, and about five-sixths of the wheat area of the kingdom. The returns of acreage are not yet ready for publication, and it would certainly be more prudent to wait for the facts which they will disclose before offering a final estimate of our requirements. But the certainty of our needing a larger supply from abroad makes me so far anticipate the publication of the returns. That they will show a considerable diminution on the extent of last year I cannot doubt. The wheat-sowing season was not over favorable, and the much higher relative prices of barley and oats offered every inducement to the extension of the latter. The Irish acreage returns for 1875, just issued, show a diminution in wheat of 14 per cent from 1874, a proof that the causes mentioned have largely influenced the Irish farmers, and will to a certain extent, though not nearly so great an extent, have influenced ours. Under the double influence of deficient yield and diminished extent it will be prudent to reckon on a reduction in the total yield of 2,000,000 quarters, which is equivalent to rendering us dependent on the foreigner for 6½ instead of 5½ months' consumption. The benefit to the consumers in this country of a good harvest can now be definitely stated by the realized result of that of 1874. This is the only country in which foreign corn can always meet with a market, and in a year such as the past the abundance of all foreign countries found this the only outlet. The weight of foreign corn of every kind imported during the last two harvest years has varied extremely little, being in round numbers 4,500,000 tons and 4,600,000 tons respectively. The cost of this in 1874 was 54 millions sterling, and in 1875 45 millions; the larger supply of the past year thus costing about nine millions less than the somewhat larger import of the previous year. To this difference must be added a considerable saving both in the quantity and price of foreign potatoes imported. When we add to that the saving in the cost of the home supply of corn, the total gain to the British consumers from the fine harvest of 1874 cannot have been less than 20 millions sterling.

Advices from Paris state that the harvest in France this year is satisfactory, though inferior to that of 1874. It is very good in 13 departments—Finistère, Manche, Orne, Oise, Cote d'Or, Cher, Saône et Loire, Ain, Rhône, Loire, Puy de Dôme, Haute Loire, and Charente Inférieure. It is good in 26 departments—Morbihan, Mayenne, Sarthe, Maine et Loire, Deux Sevrès, Loir et Cher, Vienne, Indre, Creuse, Corrèze, Dordogne, Seine Inférieure, Pas de Calais, Nord, Aisne, Ardennes, Marne, Meuse, Meurthe et Moselle, Vosges, Doubs, Jura, Nièvre, Aveyron, Hautes Pyrénées, and Pyrénées Orientales. It is tolerable in 15 departments—Cotes du Nord, Calvados, Eure et Loir, Seine, Seine et Oise, Seine et Marne, Loiret, Indre et Loir, Haute Saône, Allier, Haute Vienne, Charente, Cantal, Drome, and Corsica. It is mediocre in 24 departments—Ille et Vilaine, Loir Inférieure, Vendée, Eure, Somme, Yonne, Aube, Haute Marne, Haut Savoie, Isère, Hautes Alpes, Basse Alpes, Var, Ardèche, Lozère, Hérault, Aude, Ariège, Lot, Gers, Lot et Garonne, Gironde, Landes, and Basses Pyrénées. It is bad in 7 departments—Haute Garonne, Tarn et Garonne, Tarn, Gard, Vaucluse, Bouches du Rhône, and Alpes Maritimes. It is evident, therefore, that the crops in the north are better than those in the south, but the floods of course have much to do with this.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from September 1 to the close of last week, compared with the corresponding period in the three previous years:

	1874-5.	1873-4.	1872-3.	1871-2.
Wheat.....cwt.	43,164,145	42,335,100	45,015,303	38,631,401
Barley.....	13,022,101	12,476,069	12,936,931	11,960,210
Oats.....	10,053,778	10,369,712	12,487,835	10,900,498
Peas.....	1,841,247	1,451,748	1,416,963	1,028,790
Beans.....	2,932,063	3,567,519	2,691,472	3,237,835
Indian Corn.....	16,585,518	21,905,159	21,244,584	21,940,039
Flour.....	6,594,513	6,389,305	6,473,654	3,279,122
Wheat.....cwt.	207,086	2,332,901	724,272	2,310,322
Barley.....	188,105	234,610	21,758	17,432
Oats.....	29,236	129,970	26,546	108,673
Peas.....	16,927	11,687	5,103	10,254
Beans.....	9,083	2,701	4,532	2,000
Indian Corn.....	47,501	147,155	52,597	39,842
Flour.....	57,784	241,616	37,827	24,947

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by cable, as shown in the following summary:

London Money and Stock Market.—6½s are ½ higher than on last Friday, 6½s 1 lower, and 10-40s ½ higher.

The bullion in the Bank of England has decreased £530,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	94 7-16	94 9-16	94 9-16	94 9-16	94 9-16	94 7-15
.....account.....	94 9-16	94 9-16	94 9-16	94 9-16	94 9-16	94 9-16
U. S. 6s (3-30s), 1865, old.....	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾
.....1867.....	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾
U. S. 10-40s.....	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾
New 5s.....	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾	108 ¾

The quotations for United States new fives at Frankfurt were:

U. S. new fives.....	100 ¾	100 ¾	100 ¾	100 ¾
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for breadstuffs closes dull, and prices are lower than on last Friday.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	35 0	35 0	35 0	35 0	34 0	34 0
Wheat (Red W. n. spr.).....	9 6	9 6	9 6	9 6	9 6	9 6
.....(Red Winter).....	10 7	10 7	10 7	10 7	10 7	10 7
.....(Cal. White club).....	11 4	11 4	11 3	11 3	11 0	11 0
Corn (W. mixed).....	31 6	31 6	31 0	31 0	30 6	29 6
Peas (Canadian).....	43 0	43 0	43 0	43 0	42 0	42 0

Liverpool Provisions Market.—Prices rule lower than on Friday last.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (mess) new @ tce.....	62 6	62 6	62 6	60 0	60 0	60 0
Pork (mess) new @ bbl.....	79 0	79 0	79 0	79 0	79 0	78 6
Bacon (long cl. mid.) @ cwt.....	53 6	53 6	53 6	53 6	53 0	53 0
Lard (American).....	58 0	58 0	58 0	57 6	57 6	57 6
Cheese (Amer'n fine).....	51 0	51 0	50 0	50 0	49 6	49 6

Liverpool Produce Market.—Tallow is quoted 1s. higher than a week ago.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (common).....	5 0	5 0	5 0	5 0	5 0	5 0
.....(pale).....	18 0	18 0	18 0	18 0	18 0	18 0
Petroleum (refined).....	10 10	10 10	10 10	10 10	10 10	10 10
.....(spirits).....	10 10	10 10	10 10	10 10	10 10	10 10
Tallow (American).....	44 6	44 6	44 6	44 3	44 3	44 6
Cloverseed (Am. red).....	37 0	37 0	37 0	37 0	37 0	37 0
Spirits turpentine.....	22 6	22 6	22 6	22 6	22 6	22 6

London Produce and Oil Markets.—Linseed, sugar and linseed oil are all quoted at a decline from last Friday's prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Linseed oil (obl.).....	10 15	10 15	10 15	10 15	10 15	10 15
Linseed (Calcutta).....	50 0	50 0	50 0	50 0	49 9	49 9
Sugar (No. 13 D'ch std).....	23 0	23 0	23 0	23 0	23 0	23 6
.....on spot.....	23 0	23 0	23 0	23 0	23 0	23 6
Sperm oil.....	34 0	34 0	34 0	34 0	34 0	34 0
.....on spot.....	34 0	34 0	34 0	34 0	34 0	34 0
Linseed oil.....	25 0	24 9	24 9	24 9	24 9	24 9

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$5,770,713 this week, against \$7,573,013 last week, and \$7,600,230 the previous week. The exports are \$6,346,165 this week, against \$4,146,812 last week and \$4,997,355 the previous week. The exports of cotton the past week were 1,478 bales, against 743 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 2, and for the week ending (for general merchandise) Sept. 3:

	1872.	1873.	1874.	1875.
Dry goods.....	\$4,379,273	\$3,376,470	\$3,136,289	\$2,631,638
General merchandise.....	6,713,663	4,250,767	3,634,919	3,089,075
Total for the week.....	\$11,092,936	\$7,627,237	\$6,771,208	\$5,770,713
Previously reported.....	296,467,876	278,061,530	275,043,848	235,707,007

Since Jan. 1..... \$307,560,914 \$338,858,757 \$381,514,036 \$341,477,730

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending September 7:

	1872.	1873.	1874.	1875.
For the week.....	\$4,406,970	\$3,350,354	\$2,907,993	\$2,316,165
Previously reported.....	147,186,825	130,233,247	197,859,493	137,379,456

Since Jan. 1..... \$151,593,555 \$195,785,581 \$203,767,490 \$173,725,621

The following will show the exports of specie from the port of New York for the week ending Sept. 4, 1875, and since the beginning of the year, with a comparison for the corresponding date in previous years:

	1872.	1873.	1874.	1875.
Aug. 31—Schr. Northern Home.....	U. S. gold coin.....	\$3,000		
Aug. 31—Str. Acapulco.....	Panama.....	U. S. gold coin.....	5,000	
Aug. 31—Str. Columbus.....	Havana.....	Spanish & Amer. gold coin.....	5,016	
Sept. 2—Str. Klopstock.....	Paris.....	Silver bars.....	77,400	
Sept. 4—Str. Republic.....	Liverpool.....	Mexican silver.....	23,253	
Sept. 4—Str. Doonan.....	London.....	Silver bars.....	50,000	
Sept. 3—Str. City of Richmond.....	Liverpool.....	American silver coin.....	2,500	
Total for the week.....			\$453,174	
Previously reported.....			61,377,996	
Total since January 1, 1875.....			\$62,831,173	

Total for the week.	\$453,174		
Previously reported.	61,577,986		
Total since January 1, 1875.	\$62,831,173		
Same time in—	Same time in—		
1874.....	\$41,449,354	1869.....	\$25,217,696
1873.....	40,730,489	1868.....	65,022,531
1872.....	56,816,602	1867.....	40,982,922
1871.....	44,296,301	1866.....	23,948,423
1870.....	46,908,309		

The imports of specie at this port during the past week have been as follows:

Aug. 30.—Str. Tybee	St. Domingo	Gold coin	\$1,223
		Silver coin	416
Sept. 1.—Str. City of Havans	Vera Cruz	Gold coin	23,695
		Silver coin	17,135
		Silver bullion	2,346
		Gold bullion	2,227
Sept. 2.—Str. Roanoke	Laguayra	Silver coin	1,471
		Gold coin	6,230
Sept. 3.—Str. Atlas	Carthagena	Silver	1,061
		Gold	1,772
		Gold dust	251

Total for the week \$61,697
Previously reported \$3,315,030

Total since Jan. 1, 1875	Same time in—	Total since Jan. 1, 1875	Same time in—
1874..... \$4,197,706	1870..... \$7,751,638	1874..... \$4,197,706	1870..... \$7,751,638
1875..... 2,053,749	1869..... 9,875,312	1875..... 2,053,749	1869..... 9,875,312
1875..... 2,885,404	1868..... 5,642,991	1875..... 2,885,404	1868..... 5,642,991
1871..... 7,936,516		1871..... 7,936,516	

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury.

1.—Securities held by the U. S. Treasurer in trust for National Banks and balance in the Treasury

Week ending	For Circulation	For U. S. Deposits	Total	—Bal. in Treasury—	Coin certificates
July 3.....	375,735,000	15,792,300	391,527,300	Coin.....	outst'd's
July 10.....	375,353,000	15,792,300	391,145,300	Currencv.....	
July 17.....	375,197,353	15,792,273	390,989,626	69,608,536	2,840,471
July 24.....	374,753,363	15,792,200	390,545,563	63,860,027	23,679,800
July 31.....	374,894,393	15,792,300	390,686,693	66,938,937	23,300,400
Aug. 7.....	374,927,863	15,792,300	390,720,163	71,933,412	2,130,758
Aug. 14.....	374,917,763	15,792,300	390,710,063	70,716,837	2,777,811
Aug. 21.....	374,788,762	15,792,300	390,581,062	70,733,607	2,294,370
Aug. 28.....	374,531,762	15,792,300	390,324,062	70,733,607	3,491,875
Sept. 4.....	373,512,762	15,792,300	389,305,062	70,733,607	17,510,400

2.—National bank currency in circulation; fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week ending	Circulation	Notes in	Fractional Currency	Leg. Ten
July 3.....	349,385,309	Received.....	Distributed.....	Distrib'd.....
July 10.....	349,735,164			1,670,000
July 17.....	351,613,734			1,985,370
July 24.....	350,764,469			2,000,080
July 31.....	349,835,343			3,060,000
Aug. 7.....	348,937,939			2,639,361
Aug. 14.....	349,305,093			2,862,356
Aug. 21.....	349,132,878			2,714,527
Aug. 28.....	348,735,018			2,715,643
Sept. 4.....	343,011,138			2,679,369

Indianapolis Bloomington & Western.—At the annual meeting of the stockholders, held in Indianapolis, Sept. 8, the following Board of Directors was unanimously elected: C. W. Smith, of Chicago; C. R. Griggs, W. H. Smith, and A. Turner, of New York; H. Conkling of Bloomington, Ill.; Geo. Nobeker of Covington, Ind.; J. Bond of Monticello, Ill.; J. T. Thomas of Philadelphia; B. E. Smith and F. E. Collins of Columbus, Ohio; W. T. McCormick of Mansfield, Ill.; D. T. Thompson of Pekin, Ill.; and J. C. Short of Danville, Ill. The board subsequently re-elected Messrs. B. E. Smith, President; C. R. Griggs, Vice-President; and A. P. Lewis, Secretary and Treasurer. Over 41,000 shares were voted.

Rockford Rock Island & St. Louis.—The Rock Island Argus says, that "on inquiry at the general office of the Rockford Rock Island and St. Louis Railroad, we learn that the Chicago Rock Island and Pacific Railroad Company, and the Chicago and Northwestern Railroad Company, have terminated the favorable rates heretofore given the Rockford Rock Island and St. Louis Railroad Company, on freight for Chicago and the Northwest, and now charge full local rates. This, we hear, is the result of the injudicious course pursued by Mr. H. Osterberg, agent of the German bondholders, in attacking those roads."

—The proposition made to the German bondholders by the new organization which proposes to take the road, is reported to be somewhat as follows:

The new company is to pay \$600,000 in cash, which is to be raised by a preferred mortgage of \$640,000, payable one-half in one year, the rest in two years. Another mortgage is to be executed, under which \$2,000,000 of 6 per cent. bonds, having twenty years to run, will be issued, to be divided among the present bondholders as they may direct. These bonds are to be convertible into stock. Stock to the amount of \$1,000,000 to be issued, subscriptions to be payable in 10 per cent. instalments, and the proceeds to be used for putting the road into good condition and buying equipment.

St. Paul & Pacific.—The unfinished portions of the lines of this company are a section from Melrose, Minn., northwest to a point 12 miles south of the crossing of the Northern Pacific at Glyndon, about 120 miles; a section of 63 miles between the northern end of the track, which is now completed from Glyndon northward through the Red River Valley to Red Lake River, and the Manitoba line at St. Vincent; the Brainerd Branch from Sauk Rapids to Brainerd, 55 miles. The two last-named sections are graded, but would probably require considerable repairs to fit them for the iron. It is said that if the bondholders accept the recent agreement and furnish funds to complete the road, the section from Melrose to Glyndon will not be built at present, but a connection will be made with the St. Vincent Extension by building a line about 32 miles long from Breckenridge, the western terminus of the First Division, northward, to meet the end of the track south of Glyndon.

Union Pacific.—Sealed proposals for the sale of sinking fund bonds to the amount of \$21,000 will be received by the Union Trust Company of New York, trustee, till Wednesday, Sept. 8, 1875. This is in conformity with the indenture of trust, which provides that any funds remaining in the hands of the trustee by

reason of the failure of parties holding drawn bonds to notify their election to have such bonds redeemed, shall be forthwith invested by the trustee.

Vermont Central.—A despatch of 7th inst. was as follows: ST. ALBANS, Vt., Sept. 7.—The application of the Rutland Railroad Company for an injunction to restrain the Central Vermont Railroad Company from interfering with them, if they shall take possession of their road under that clause of the lease entitling them to possession after a breach of conditions, came on for a hearing to day. It was, however, postponed until Oct. 1.

The Chancellor has denied the application of the bondholders of the Vermont Central Railroad to employ an expert on the accounts.

Vicksburg Shreveport & Texas.—The parties who composed the North Louisiana & Texas Company, whose claim to the road was decided to be illegal by the United States Supreme Court, have filed in court a claim for about \$900,000 for improvements which they claim to have made in the road while it was in their possession. The old bondholders, who now hold the title to the property, charge that the claim is fraudulent.

Wisconsin Central.—In the suit of Governor Reid against this company and George T. Bigelow and John A. Stewart, trustees, the Milwaukee Circuit Court has granted an injunction to restrain the company from disposing of the remainder of its first mortgage bonds.

This company has issued a circular which gives the following statement:

Received from sales of \$4,618,500 first mortgage bonds.....	\$3,712,915 39
Preferred stock.....	1,900,100 00
Town and county bonds.....	115,927 50
Three years notes.....	167,000 00
Borrowed money.....	38,795 58

Total.....	\$5,934,463 47
Paid for construction.....	\$3,238,715 94
Interest.....	534,750 77
Sundry accounts.....	150,813 92
	5,933,309 63

Balance..... \$1,192 84
Including 120 miles of leased road there are 520 miles over which trains are run. The land grant expires December 31, 1876, by which time about 125 miles more of road must be built or the balance of the grant, 400,000 acres, will be forfeited. The company proposes to fund nine semi-annual coupons in an interest-bearing certificate, and to issue more bonds to complete the road.

A second circular proposes to issue \$2,500,000 bonds at 80, and deposit five years' interest in a New York trust company, or to deduct the five years' interest from the money paid for the bonds. This arrangement would make the receipts from a \$1,000 bond about \$460. This would give about \$1,150,000 to build the 125 miles of new road, as the net earnings of the completed road are all needed for new equipment and improvements. The sections to be finished are from Worcester, Wis., north to the Penoka iron range, and from Stevens Point southward to Portage.

—The following correspondence explains itself:

FOURTH NATIONAL BANK, New York, Sept. 7, 1875.

C. A. MEIGS, Esq., National Bank Examiner.
Dear Sir: Rumors unfavorable to the credit of this institution having reached my ears, and which are entirely without foundation, I hereby request that you will immediately make a most thorough examination of the affairs of this bank, and after having done so, that you will confidentially submit the results to a special committee of officers of our neighboring banks, consisting of Messrs. George S. Coe, H. F. Vail, and B. B. Sherman, who have kindly agreed to act for that purpose. Respectfully yours,

(Signed) P. C. CALHOUN, President.

NEW YORK, Sept. 10, 1875.

P. C. CALHOUN, Esq., President.
Dear Sir: In compliance with your note to me of 7th inst., I have to report that I have made a thorough examination of the affairs of the Fourth National Bank, New York, and have to-day submitted the results to the special committee of bank officers named by you. Yours, very respectfully,

CHAS. A. MEIGS, National Bank Examiner of New York.

NEW YORK, Sept. 10, 1875.

P. C. CALHOUN, Esq., President Fourth National Bank.

Dear Sir: In compliance with your request we have examined the statement of Charles A. Meigs, Esq., Bank Examiner, of the condition of your institution, and having implicit confidence in the correctness of his figures, we find that your bank is not only in condition to promptly meet all its liabilities, but that its capital is unimpaired.

(Signed) GEORGE S. COE, HENRY F. VAIL, BENJAMIN B. SHERMAN, } Special Committee.

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The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week:

2,935—Merchants' National Bank of St. Johnsbury, Vermont. Authorized capital, \$300,000; paid-in capital, \$150,000. Frederick Fletcher, President; Wm. E. Hazen, Cashier. Authorized to commence business Sept. 2, 1875.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN PAID.	BOOKS CLOSED. (Days inclusive.)
Railroads.			
New York Central & Hud. River (quar.)...	2	Oct. 15	Sept. 16 to Oct. 19
Union Pacific (quar.)...	2	Oct. 1	Sept. 16 to Oct. 5
Miscellaneous.			
Consolidation Coal of Maryland...	3½	Sept. 15	Sept. 13 to Sept. 15
Western Union Telegraph (quar.)...	2	Oct. 15	Sept. 20 to Oct. 15

FRIDAY, September 10, 1875—6 P. M.

The Money Market and Financial Situation.—The principal feature of the week has been the scarcity in gold and consequent depression in exchange, culminating to-day in a gold price of 117, a borrowing rate of ½ per cent. per diem, and rates on sterling exchange of 4.80 and 4.83 for long and short bills respectively. Further details as to the gold and exchange movements are given in our reports below.

Our money market has varied but little from its previous easy rates of 1½ to 2½ per cent. on call loans, though to-day there was more firmness at 2@3 per cent., with a temporary quotation at higher figures. For prime commercial paper there is a good demand at 5@6 per cent., the supply of short-date paper being so small as to hardly furnish a quotation, though undoubtedly choice paper of 60 days would sell lower.

On Thursday, the Bank of England reported a decline in bullion for the week of £529,872, the discount rate remaining unchanged at 2 per cent.

The last weekly statement of the New York City Clearing House Banks, issued Sept. 4, showed a decrease of \$1,022,950 in the excess above their 25 per cent. legal reserve, the whole of such excess being \$19,869,175, against \$20,892,125, the previous week.

The following table shows the changes from the previous week and a comparison with 1874 and 1873:

	Aug. 25.	1875.	Differences.	1874.	1873.
Loans and dis.	\$381,336,900	\$382,834,300	Inc.	\$497,400	\$79,084,900
Specie	10,045,100	10,210,300	Dec.	1,834,800	18,891,300
Circulation	15,021,000	18,135,400	Inc.	104,400	23,662,400
Net deposits	246,646,700	243,788,800	Dec.	2,857,900	27,855,500
Legal tenders	70,568,700	70,608,300	Inc.	97,600	63,604,700
					38,679,900

United States Bonds.—There has been a good business in government bonds this week in a quiet way, a large part of the business being done, as usual, through the hands of private bankers. We have heard of several transactions in the neighborhood of a half million each, in which corporations were the purchasers. There is apparently but little speculative feeling in the market, and most of the sales are to purchasers for investment, some of them buying for the purpose of employing funds which have been for some time idle.

Closing prices daily have been as follows:

	Int. period.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.	Sept. 10.
6s, 1881.....reg.	Jan. & July.	120½	120½	120½	121	121
6s, 1881.....coup.	Jan. & July.	122½	123	123½	123	123½
6s, 5-20's, 1884.....reg.	May & Nov.	116½	117	117½	117½	118
6s, 5-20's, 1884.....coup.	May & Nov.	117½	117½	117½	117½	118½
6s, 5-20's, 1865.....reg.	May & Nov.	117½	118	118	118	118½
6s, 5-20's, 1865.....coup.	May & Nov.	118	118½	118½	118½	118½
6s, 5-20's, 1865, n. l., reg.	Jan. & July.	118½	118½	118½	118½	118½
6s, 5-20's, 1865, n. l., coup.	Jan. & July.	118½	118½	118½	118½	118½
6s, 5-20's, 1867.....reg.	Jan. & July.	120	120	120	120	120
6s, 5-20's, 1867.....coup.	Jan. & July.	120	120	120	120	120
6s, 5-20's, 1868.....reg.	Jan. & July.	120½	120½	120½	121	120½
6s, 5-20's, 1868.....coup.	Jan. & July.	120½	120½	120½	120½	120½
6s, 10-40's.....reg.	Mar. & Sept.	115½	116	116½	116½	116½
6s, 10-40's.....coup.	Mar. & Sept.	116½	117½	117½	117½	117½
6s, funded, 1881.....reg.	Quarterly.	116½	116½	117½	117½	117½
6s, funded, 1881.....coup.	Quarterly.	117½	117½	117½	117½	118½
6s, Currency.....reg.	Jan. & July.	123	123½	123½	123½	123½

* This is the price bid; no sale was made at the Board.

The range in prices since Jan. 1, and the amount of each class of bonds outstanding Sept. 1, 1875, were as follows:

	Lowest.	Highest.	Registered.	Coupon.
6s, 1881.....reg.	118	123½	May 26	\$198,871,800
6s, 1881.....coup.	119½	124	June 17	89,364,500
6s, 5-20's, 1884.....reg.	114½	118	Apr. 13	66,650
6s, 5-20's, 1884.....coup.	115½	119	Apr. 27	26,397,000
6s, 5-20's, 1865.....reg.	117½	122½	June 18	33,808,000
6s, 5-20's, 1865, new, coup.	117½	122½	June 17	83,387,600
6s, 5-20's, 1867.....reg.	118½	123½	June 25	88,864,450
6s, 5-20's, 1867.....coup.	118	123	June 18	22,966,000
6s, 10-40's.....reg.	113½	118½	June 18	141,619,850
6s, 10-40's.....coup.	113½	119	Aug. 23	53,946,450
6s, funded, 1881.....reg.	119	124	June 25	207,927,500
6s, funded, 1881.....coup.	119½	124	Apr. 24	64,623,512
6s, Currency.....reg.	117½	124		

Closing prices of securities in London have been as follows:

	Aug. 27.	Sept. 3.	Sept. 10.	Since Jan. 1, 1875.	Lowest.	Highest.
U. S. 6s, 5-20's, 1885, old...	106½	106½	106½	105½ Apr. 22	105½	106½ Apr. 9
U. S. 6s, 5-20's, 1887.....	108½	108½	108½	106½ June 18	106½	107½ May 5
U. S. 5s, 10-40's.....	104½	105	105½	103½ Feb. 18	103½	107½ Aug. 13
New 5s.....	105½	105½	105½	103 Aug. 19	103	105½ Aug. 16

State and Railroad Bonds.—Virginia bonds continue to be the strongest of the Southern State list, and were quoted to day at 69½ for the old consols, and 49@50 for the consols second series. North Carolina old were a little firmer at 19 bid. Tennessee bonds hold their own with remarkable tenacity and are firmer than last week, although advices from Nashville are not particularly encouraging.

Railroad bonds have been strong and active, and with the present high prices of governments and the reluctance to invest capital in new enterprises, there is an evident inclination to purchase the best classes of these bonds. Under this influence prices have advanced quite sharply, and to-day a N. Y. Central & Hudson 7 per cent. currency bond sold at 123. Other first mortgage bonds have been strong, the largest business, as usual, being done in the Pacific railroad securities. The large earnings of both the Central and Union Pacific roads, and the fact that both now propose to pay 8 per cent. annual dividends, and that they have a monopoly on their route without fear of speedy competition, as well as enormous land grants, have brought their securities into prominent notice among bond purchasers.

The Committee on Stock List of the Stock Exchange has admitted the following securities on the call: The first mortgage consolidated bonds of the Chicago Milwaukee & St. Paul; the Lehigh & Wilkesbarre consolidated guaranteed mortgage bonds; the Chicago Rock Island & Pacific sinking fund income 6's of 1895, and the Cleveland Columbus Cincinnati & Indianapolis consolidated mortgage bonds.

Daily closing prices of a few leading bonds, and the range since Jan. 1, have been as follows:

	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.	Sept. 10.	Since Jan. 1.	Lowest.	Highest.
6s Tenn., new 5s.....	109½	109½	109½	109½	109½	109½	109½	44 Jan. 27	55½	Jan. 5
6s N. Car., old.....	118	118	118	118	118	118	118	20 Feb. 27	29	Jan. 15
6s N. Car., new.....	110	110	110	110	110	110	110	11 Jan. 12	16	Jan. 7
6s Virg., consolida.....	106	106	106	106	106	106	106	55½ Jan. 26	60½	Apr. 3
do 3d series.....	108½	108½	108½	108½	108½	108½	108½	36 Feb. 23	45	June 7
6s S. C., J. & J.....	121	121	121	121	121	121	121	30 Feb. 20	35	Jan. 27
6s Mo. long bonds.....	101½	101½	101½	101½	101½	101½	101½	94½ Jan. 14	108½	June 23
N. Y. C. & H. 1st 7s.....	120	117	118½	117	120	122	122	111½ Jan. 18	122	Sept. 10
C. Pac., gold 6s.....	108½	108½	108½	108½	108½	108½	108½	92½ Jan. 6	108½	June 28
Un. Pac., 1st 6s.....	102½	102½	102½	102½	102½	102½	102½	90 Jan. 6	108½	June 30
do 2d 6s.....	100½	100½	100½	100½	100½	100½	100½	90 Jan. 6	108½	Sept. 3
do 3d 6s.....	100½	100½	100½	100½	100½	100½	100½	90 Jan. 6	108½	Sept. 3
do 4th 6s.....	100½	100½	100½	100½	100½	100½	100½	90 Jan. 6	108½	Sept. 3
N. J. Cen. 1st 7s.....	110½	110½	110½	110½	110½	110½	110½	107½ Feb. 1	115	Apr. 0
St. Wayne 1st 7s.....	111	111	111	111	111	111	111	106½ Jan. 7	114	June 35
Rock Island 1st 7s.....	108½	108½	108½	108½	108½	108½	108½	106½ Jan. 7	114	June 6
C. & N. W. gold 7s.....	87½	87½	87½	87½	87½	87½	87½	79 June 15	88½	Aug. 4

* This is the price bid, no sale was made at the Board.

Railroad and Miscellaneous Stocks.—Stocks have been more active and generally stronger. To-day Western Union Telegraph announced its regular quarterly dividend of 2 per cent., payable Oct. 15, and the directors submitted a report showing net profits of \$900,000 for the quarter ending with Oct. 1, the present month being partly estimated. The Union Pacific Railroad has advanced its quarterly dividend to 2 per cent., which will be payable on and after Oct. 1; this had been talked of, but it was hardly expected that the advance would be made so soon. New York Central & Hudson pays its regular quarterly dividend of 2 per cent. Erie has again been a prominent feature of the market, and sold to day at 19½, closing at 18½, the higher range being based on the reports, or on hopes, that negotiations will be made by the representative of English stockholders, lately in this city, for rescuing the company from its present condition. At a meeting of directors, Messrs. S. L. M. Barlow and Marshall O. Roberts resigned, and Messrs. J. B. Brown, of Portland, and J. L. Walsh, of Philadelphia, are to take their places. Pacific Mail stock has been irregular; advices from San Francisco say that the Australian monthly service will commence with the first vessel from that city, Oct. 9. Lake Shore has been one of the most active specialties this week, and closes at 56½. Reports were circulated at one time that the company is not earning enough to pay its interest, but these reports were apparently for the purpose of depressing the stock, and were based on no facts. Stocks of the leading Western railroads, whose earnings are largely dependent on the grain movement, were tolerably steady. It is believed that their August earnings were not as satisfactory as those of July, in consequence of grain being held back, although it is to be remembered that the grain will have to come forward eventually, and the railroads will then have the benefit of the freights.

For the purpose of showing the total transactions of the week in the leading stocks, we have compiled the table following:

	Pacific Mail.	Lake Shore.	West'n Chic.	N. W. Erie.	Union Pac.	Ohio & Miss.	Wab.
Sept. 4.....	23,600	59,100	21,300	6,600	6,800	400	1,400
" 5.....	17,900	36,100	20,300	12,600	3,800	500	1,700
" 6.....	11,900	34,200	18,100	6,700	1,500	700	800
" 7.....	8,300	24,500	41,500	8,400	24,600	400	1,100
" 8.....	21,100	37,100	38,500	9,900	23,800	300	1,700
" 9.....	12,100	37,300	27,600	17,700	51,700	800	2,600
Total.....	88,800	238,300	167,100	61,900	63,000	3,100	8,400
Whole stock.....	300,000	494,605	337,856	149,980	780,000	307,450	200,000

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The last line in the preceding table shows the total number of shares of each of the stocks, now outstanding, so that it may be seen at a glance what proportion of the whole stock has been turned over in the week.

The daily highest and lowest prices have been as follows:

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
N.Y. Cen. & H.R.	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
Harlem	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4
Lake Shore	56 1/4	56 1/4	56 1/4	56 1/4	56 1/4	56 1/4
Wabash	56 1/4	56 1/4	56 1/4	56 1/4	56 1/4	56 1/4
Northwest	39 1/4	39 1/4	39 1/4	39 1/4	39 1/4	39 1/4
do prof.	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
Rock Island	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
St. Paul	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
do prof.	35 1/4	35 1/4	35 1/4	35 1/4	35 1/4	35 1/4
At. & Pac. pref.	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4
Ohio & Miss.	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4
Central of N.Y.	110 1/4	110 1/4	110 1/4	110 1/4	110 1/4	110 1/4
Del., L. & West	120 1/4	120 1/4	120 1/4	120 1/4	120 1/4	120 1/4
Ban. & St. Jos.	120 1/4	120 1/4	120 1/4	120 1/4	120 1/4	120 1/4
Union Pacific	73 1/4	73 1/4	73 1/4	73 1/4	73 1/4	73 1/4
Col. Chic. & I.C.	132 1/4	132 1/4	132 1/4	132 1/4	132 1/4	132 1/4
Panama	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4	123 1/4
West. Un. Tel.	78 1/4	78 1/4	78 1/4	78 1/4	78 1/4	78 1/4
At. & Pac. Tel.	194 1/4	194 1/4	194 1/4	194 1/4	194 1/4	194 1/4
Quicksilver	144 1/4	144 1/4	144 1/4	144 1/4	144 1/4	144 1/4
do prof.	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4
Pacific Mail	36 1/4	36 1/4	36 1/4	36 1/4	36 1/4	36 1/4
Adams Exp.	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
American Exp.	59 1/4	59 1/4	59 1/4	59 1/4	59 1/4	59 1/4
United States	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4
Wells, Fargo	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4

*This is the price bid and asked; no sale was made at the Board.

The entire range from Jan. 1, 1874, to this date, was as follows:

	Jan. 1, 1875, to date	Lowest	Highest	Whole year 1874
N.Y. Cen. & Hud. R.	100 May 28 107 1/4	May 8 95 1/4	May 19 105 1/4	Acua. 11
Harlem	127 1/4 Jan. 12 128 1/4	Jan. 27 118 1/4	Jan. 7 134 1/4	Feb. 18
Lake Shore	56 1/4 Sept. 6 56 1/4	Sept. 29 36	Dec. 10 51 1/4	Jan. 15
Wabash	56 1/4 June 29 56 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
Northwest	39 1/4 June 29 39 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
do prof.	54 1/4 June 29 54 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
Rock Island	107 1/4 June 29 107 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
St. Paul	107 1/4 June 29 107 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
do prof.	35 1/4 June 29 35 1/4	June 29 36	Dec. 10 51 1/4	Jan. 15
At. & Pac. pref.	123 1/4 Aug. 11 123 1/4	Aug. 11 30	Sept. 5 123 1/4	Feb. 16
Ohio & Miss.	123 1/4 Aug. 11 123 1/4	Aug. 11 30	Sept. 5 123 1/4	Feb. 16
Central of N.Y.	110 1/4 Aug. 11 110 1/4	Aug. 11 30	Sept. 5 110 1/4	Feb. 16
Del., L. & West	120 1/4 Aug. 11 120 1/4	Aug. 11 30	Sept. 5 120 1/4	Feb. 16
Ban. & St. Jos.	120 1/4 Aug. 11 120 1/4	Aug. 11 30	Sept. 5 120 1/4	Feb. 16
Union Pacific	73 1/4 Aug. 11 73 1/4	Aug. 11 30	Sept. 5 73 1/4	Feb. 16
Col. Chic. & I.C.	132 1/4 Aug. 11 132 1/4	Aug. 11 30	Sept. 5 132 1/4	Feb. 16
Panama	123 1/4 Aug. 11 123 1/4	Aug. 11 30	Sept. 5 123 1/4	Feb. 16
West. Un. Tel.	78 1/4 Aug. 11 78 1/4	Aug. 11 30	Sept. 5 78 1/4	Feb. 16
At. & Pac. Tel.	194 1/4 Aug. 11 194 1/4	Aug. 11 30	Sept. 5 194 1/4	Feb. 16
Quicksilver	144 1/4 Aug. 11 144 1/4	Aug. 11 30	Sept. 5 144 1/4	Feb. 16
do prof.	21 1/4 Aug. 11 21 1/4	Aug. 11 30	Sept. 5 21 1/4	Feb. 16
Pacific Mail	36 1/4 Aug. 11 36 1/4	Aug. 11 30	Sept. 5 36 1/4	Feb. 16
Adams Express	101 1/4 Aug. 11 101 1/4	Aug. 11 30	Sept. 5 101 1/4	Feb. 16
American Express	59 1/4 Aug. 11 59 1/4	Aug. 11 30	Sept. 5 59 1/4	Feb. 16
United States Express	43 1/4 Aug. 11 43 1/4	Aug. 11 30	Sept. 5 43 1/4	Feb. 16
Wells, Fargo & Co.	79 1/4 Aug. 11 79 1/4	Aug. 11 30	Sept. 5 79 1/4	Feb. 16

The Gold Market.—The interest in gold has centred in the loaning rates, which have ruled higher this week, and advanced to-day to 1 per cent. per diem for borrowing. The transfers of coin to California, necessitating the deposit of similar amounts in the Sub-Treasury here, have had the effect of locking up a large amount of the gold which constituted the supply of this market, and thus placed affairs in such a position as to be easily influenced by speculative manipulation. Although it is reported that some prominent operators are working in the same direction in their gold transactions, there is no satisfactory evidence of a definite combination or clique having been formed to manipulate the market and make gold scarce. One important feature has been the fact that rates on time loans have been nearly as high as the rates for one day, and on 30 or 60 days' time as high as 1 1/4 per cent. was asked, when the price till to-morrow was only 1-64 or 1-32 per day. To-day the range of prices on loans was 1-16 per diem, 1-32, 1/2, 3-16, 1/2, 5-16, and closing rate 1/2. Under these circumstances the gold premium has advanced materially, and the highest price of to-day was 117, closing at 116 1/4. At the Treasury sale of \$500,000 on Thursday the total bids were only \$1,860,000, and the whole was awarded to one party at 115.40. Customs receipts for the week were \$2,697,000.

The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

	Open	Low	High	Clos.	Total	Gold	Currency
Saturday, Sept. 4	114 1/4	114 1/4	114 1/4	114 1/4	\$3,191,000	\$1,781,458	\$2,077,881
Monday	114 1/4	114 1/4	114 1/4	114 1/4	\$3,636,000	1,159,652	1,870,408
Tuesday	114 1/4	114 1/4	114 1/4	114 1/4	\$3,089,000	1,370,381	1,883,323
Wednesday	114 1/4	114 1/4	114 1/4	114 1/4	\$3,375,000	1,167,890	1,889,635
Thursday	114 1/4	114 1/4	114 1/4	114 1/4	\$2,408,000	795,767	1,083,534
Friday	114 1/4	114 1/4	114 1/4	114 1/4	\$2,492,000	1,639,314	1,964,214
Current week	114 1/4	114 1/4	114 1/4	114 1/4	\$19,181,000	\$	\$
Previous week	113 1/4	113 1/4	114 1/4	114 1/4	\$20,974,000	\$26,859	\$1,061,659
Jan. 1, 1875, to date	113 1/4	113 1/4	114 1/4	114 1/4			

The following are the quotations in gold for foreign and American coin:

Sovereigns	\$1 84 @ 1/4 1/8	Five francs	— 92 @ — 92
Napoleons	8 88 @ 3/8	France	18 1/2 @ — 19
A & Reichmarks	4 77 @ 1/4	English silver	4 80 @ 4 85
Gold guineas	1 23 @ 1/4	Prussian paper thalers	70 1/2 @ — 72
Fine silver bars	1 23 @ 1/4	Prussian silver thalers	70 1/2 @ — 72
Fine gold bars	1 23 @ 1/4	Trade Dollars	— 97 @ — 98
Dimes and half dimes	— 90 @ — 93		

Foreign Exchange.—The exchange market has hung almost exclusively upon the movements of gold, and rates have varied from time to time according to the terms on gold loans. When the borrowing rates for coin are high the rates for exchange are correspondingly depressed, as the holders of bills are inclined to press them for sale and obtain the gold for them. On Tuesday the rates of leading drawers were reduced, and on actual transactions demand sterling was 4.87 and 60 days' 4.84. To-day the market was much demoralized, as the rate on gold loans advanced

to 1 per cent. per diem, and 60 days' sterling bills sold down to 4.79@4.80 and demand at 4.83, though the amount of business done was almost nothing. The nominal rates of leading bankers opened at 4.83 1/4 and 4.86 1/4, and were afterwards reduced to 4.82 and 4.85 1/4. A dispatch from London says: "All the American gold coin in the Bank of England has been bought up at 76s. 4d. per oz.—supposed for shipment to the United States." The usual price for gold is 76s. 3 1/4d., and the rate of exchange here at which it can be imported at a profit is about 4.82 for demand sterling.

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom	Sub-Treasury
	House	Receipts
Sept. 4	\$213,000	Gold, \$483,808 11
5	430,000	Currency, \$4,049,969 59
6	616,000	Gold, \$231,940 31
7	471,000	Currency, \$351,759 04
8	569,000	Gold, \$988,999 80
9	379,000	Currency, \$346,242 50
10		Gold, \$610,210 16
		Currency, \$1,300,001 92
Total	\$2,667,000	\$4,619,376 45
Balance, Sept. 3		\$1,847,362 58
Balance, Sept. 10		\$2,674,731 56
		\$9,880,616 70

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 4, 1875:

	AVERAGE AMOUNT OF					
	Loans and	Capital	Specie	Legal	Net	Circulation
BANKS.	Discounts			Tenders	Deposits	
New York.....	\$2,000,000	\$10,000,000	\$1,388,000	\$1,992,600	\$5,797,200	\$5,500
Bank of Albany.....	2,000,000	10,000,000	1,388,000	1,992,600	5,797,200	85,000
Bank of America.....	2,000,000	10,000,000	1,388,000	1,992,600	5,797,200	472,500
Bank of Commerce.....	2,000,000	10,000,000	1,388,000	1,992,600	5,797,200	388,000
Bank of Montreal.....	1,500,000	4,791,300	111,200	827,300	3,868,400	
Bank of New York.....	3,000,000	9,386,300	479,400	433,300	9,870,100	1,200
Bank of the City.....	1,800,000	5,555,700	223,500	759,500	8,145,100	349,000
Bank of the North.....	5,000,000	2,956,000	342,000	1,594,000	1,014,000	
Bank of the South.....	1,000,000	3,849,700	29,500	543,200	2,819,600	782,000
Bank of the West.....	800,000	1,501,400	28,100	726,700	1,420,800	
Bank of the East.....	300,000	8,441,500	20,900	3,567,200	7,907,200	
Bank of the Middle.....	2,000,000	5,821,000	115,000	1,912,400	4,804,600	
Bank of the North.....	1,500,000	3,999,500	265,500	620,300	2,243,800	141,700
Bank of the South.....	800,000	2,312,000	37,000	439,000	1,660,000	174,000
Bank of the West.....	800,000	1,973,800	29,000	274,100	1,194,700	191,700
Bank of the East.....	200,000	1,165,000	15,000	912,400	1,262,400	
Bank of the Middle.....	200,000	727,000	96,500	345,900	2,918,200	140,000
Bank of the North.....	300,000	1,69,300	19,000	381,500	1,049,700	23,000
Bank of the South.....	2,000,000	4,460,300	300,000	1,668,500	5,965,100	323,800
Bank of the West.....	1,000,000	12,965,000	472,000	3,230,000	10,188,000	818,000
Bank of the East.....	1,000,000	26,105,200	495,400	1,351,200	24,248,600	1,748,000
Bank of the Middle.....	1,000,000	5,950,600	50,400	607,800	3,890,100	890,000
Bank of the North.....	1,000,000	4,199,000	143,500	345,800	3,814,400	225,000
Bank of the South.....	422,700	1,915,900	1,500	851,700	2,088,200	
Bank of the West.....	422,700	4,740,000	1,500	1,728,000	3,011,000	814,700
Bank of the East.....	450,000	2,971,300	139,800	798,200	2,165,600	375,400
Bank of the Middle.....	412,500	1,345,700	400	226,700	1,121,600	5,500
Bank of the North.....	1,000,000	2,460,600	68,500	494,000	2,149,400	
Bank of the South.....	3,000,000	4,460,300	11,500	49,000	1,659,500	189,000
Bank of the West.....	500,000	2,322,000	6,200	64,000	2,388,000	129,000
Bank of the East.....	4,000,000	18,284,000	142,000	2,745,000	10,392,000	298,600
Bank of the Middle.....	800,000	1,681,600	54,400	305,800	1,659,500	
Bank of the North.....	1,000,000	1,800,000	117,000	217,000	1,683,000	100,000
Bank of the South.....	1,000,000	2,773,000	156,200	45,200	3,989,100	193,500
Bank of the West.....	1,000,000	2,456,000	74,800	314,300	1,115,900	699,500
Bank of the East.....	1,000,000	4,371,300	74,800	818,500	3,233,000	81,000
Bank of the Middle.....	1,000,000	2,000,000	100,000	100,000	2,000,000	
Bank of the North.....	1,500,000	4,480,300	13,600	649,000	3,512,000	451,000
Bank of the South.....	300,000	1,626,200	4,400	199,900	1,226,100	
Bank of the West.....	400,000	2,854,200	78,600	535,000	2,341,900	209,500
Bank of the East.....	1,500,000	15,175,200	4,800	4,862,800	10,312,400	47,000
Bank of the Middle.....	2,000,000	2,790,000	366,900	5,575,500	17,223,400	39,000
Bank of the North.....	300,000	1,083,600	35,300	299,500	846,900	296,000
Bank of the South.....	300,000	679,600	5,100	184,300	661,400	
Bank of the West.....	1,000,000	890,200	180,000	180,000	780,200	
Bank of the East.....	300,000	1,040,000	1,000	1,100,000	1,040,000	191,000
Bank of the Middle.....	300,000	718,300	1,100	139,000	624,000	
Bank of the North.....	5,000,000	19,026,900	535,400	4,090,000	15,676,700	2,114,000
Bank of the South.....	2,000,000	7,152,000	41,000	1,790,000	6,407,000	150,000
Bank of the West.....	2,000,000	2,790,000	1,000	364,000	1,425,000	158,000
Bank of the East.....	1,500,000	6,400,000	70,800	1,873,000	5,988,000	458,000
Bank of the Middle.....	500,000	5,630,200	418,600	1,160,900	6,690,400	454,000
Bank of the North.....	1,000,000	4,445,400	469,600	3,858,900	7,459,000	270,000
Bank of the South.....	1,000,000	11,450,000	11,000	267,700	10,171,300	875,000
Bank of the West.....	1,000,000	2,225,900	66,000	567,300	2,694,600	278,000
Bank of the East.....	350,000	1,245,200	1,900	25,000	956,000	223,000
Bank of the Middle.....	2,000,000	1,287,000	19,000	819,400	1,022,000	156,000
Bank of the North.....	3,000,000	5,710,000	143,500	670,500	5,662,500	250,000
Bank of the South.....	1,000,000	2,000,000	5,000	311,100	1,614,500	

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circul.
Mount Vernon	200,000	225,000	75,000	75,000	287,900	180,600
New England	1,500,000	1,500,000	16,000	81,000	700,000	700,000
North	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Old Boston	900,000	2,000,000	47,000	224,000	1,071,000	381,500
Shawmut	1,000,000	2,400,000	10,000	207,000	844,000	488,000
Shoe & Leather	1,000,000	5,702,700	11,500	234,500	1,535,200	748,000
State	2,000,000	3,770,700	8,200	53,400	814,000	814,000
Suffolk	500,000	3,668,000	4,400	140,000	875,000	730,000
Traders	600,000	1,368,100	20,000	38,000	711,000	141,000
Tremont	3,000,000	2,819,700	62,700	173,700	355,000	595,200
Washington	750,000	2,074,000	1,900	11,500	611,000	858,500
First	1,000,000	3,902,000	1,200	378,200	1,174,200	530,000
Second (Granite)	1,000,000	4,209,800	103,900	174,700	1,819,700	478,600
Third	300,000	1,093,200	35,700	58,700	390,900	155,800
Fourth	195,000	214,500	15,000	32,600	1,824,200	5,200
Bank of Commerce	2,000,000	6,182,000	7,000	220,500	647,000	580,800
Bank of N. America	1,000,000	2,185,400	6,000	220,500	1,196,200	624,800
Bk of Redemption	1,000,000	5,711,400	80,500	519,000	1,196,200	624,800
Bank of Republic	1,500,000	1,847,500	15,000	153,700	288,000	800,500
Commonwealth	500,000	3,415,300	5,000	485,000	2,715,500	800,000
City	1,000,000	2,086,700	6,800	100,500	714,000	427,500
Equity	1,000,000	2,051,600	1,300	186,000	76,600	317,100
Exchange	1,000,000	5,127,800	157,100	298,700	2,174,800	690,900
Hide & Leather	1,000,000	8,601,100	32,500	185,000	350,600	962,400
Severe	1,000,000	5,702,800	6,000	81,400	2,136,300	892,700
Security	200,000	100,900	5,500	71,300	167,700	180,000
Union	1,000,000	2,532,500	6,000	142,900	1,163,400	614,000
Webster	1,500,000	2,856,000	9,000	130,000	1,051,800	414,000

Total \$50,221,750 \$18,996,300 \$78,500 \$4,016,900 \$52,828,100 \$14,529,000
 The total amount "due to other banks," as per statement of Sept. 6, is \$2,972,500.

The deviations from last week's returns are as follows:

Capital.	Increase.	Legal Tenders.	Deposits.	Increase.	Aug. 30.
Loans.	Decrease.	554,300	Decrease.	466,000	
Specie.	Decrease.	41,900	Circulation.	Increase.	508,500

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
May 31	128,438,800	738,700	8,025,800	53,589,000	24,997,500
June 7	128,199,500	722,500	8,152,400	51,700,200	24,355,500
June 14	128,515,400	717,000	8,289,500	53,912,500	24,735,400
June 21	129,371,900	725,000	8,765,000	53,460,500	24,613,300
June 28	129,470,700	747,000	8,459,500	52,983,000	24,983,200
July 5	129,150,000	721,000	8,412,300	53,127,800	25,100,700
July 12	129,513,700	718,200	8,282,500	52,540,400	24,514,400
July 19	131,548,800	708,000	7,770,600	55,302,000	25,195,000
July 26	132,356,100	719,400	8,216,400	57,595,900	25,649,100
Aug. 2	132,356,100	719,400	8,216,400	57,595,900	25,649,100
Aug. 9	131,951,400	710,000	8,285,500	57,300,200	24,917,000
Aug. 16	132,244,000	714,600	8,716,500	53,600,000	24,915,900
Aug. 23	132,356,100	709,100	8,719,800	52,767,800	25,001,900
Aug. 30	132,356,100	710,000	8,458,500	52,358,600	24,917,000
Sept. 6	131,951,400	710,000	8,415,900	52,823,100	24,953,000

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Sept. 6, 1875:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Philadelphia	\$1,500,000	\$3,800,000	\$65,000	\$1,410,000	\$4,820,000	\$1,000,000
North America	1,000,000	4,601,000	27,000	1,110,000	3,808,000	733,000
Farmers and Mech.	2,000,000	6,291,200	85,000	1,272,800	5,332,000	1,000,000
Commercial	800,000	2,691,000	20,000	570,000	1,770,000	511,000
Mechanics	800,000	2,151,000	20,000	570,000	1,770,000	511,000
Bank N. Liberties	500,000	3,073,000	64,000	2,710,000	420,000	420,000
Southwark	250,000	1,504,700	4,552	611,438	1,558,338	200,400
Consolidation	250,000	1,045,329	1,000	246,500	70,800	223,723
Penn.	500,000	2,015,200	1,000	280,470	948,600	21,700
Western	400,000	2,391,237	38,434	687,200	2,299,074	21,700
Manufacturers	1,000,000	2,582,000	714	30,600	1,500,000	544,000
Bank of Commerce	250,000	1,200,264	714	215,964	611,411	195,115
Glard	1,000,000	3,970,000	10,000	1,820,000	3,280,000	500,000
Traders	200,000	1,492,180	7,551	496,485	1,350,157	181,834
Consolidation	300,000	1,204,302	1,500	1,010,494	73,593	270,000
City	400,000	1,569,663	5,949	858,136	1,082,251	355,376
Commonwealth	500,000	8,200,000	8,777	778,000	2,500,000	277,000
Cord Exchange	500,000	1,682,000	2,000	287,000	1,816,000	267,000
Union	1,000,000	2,857,000	26,000	1,103,300	4,124,000	778,000
First	1,000,000	2,857,000	26,000	1,103,300	4,124,000	778,000
Third	150,000	577,000	120,000	451,000	185,000	185,000
Sixth	350,000	678,000	108,000	451,000	219,350	219,350
Seventh	275,000	1,183,000	17,000	817,000	817,000	248,000
Eighth	275,000	1,183,000	17,000	817,000	817,000	248,000
Central	750,000	2,725,000	2,400	400,000	1,055,000	714,000
Bank of Republic	1,000,000	2,725,000	2,400	400,000	1,055,000	714,000
Security	250,000	728,000	85,000	455,000	130,000	130,000

Total \$16,438,500 \$61,586,925 \$37,747 \$14,814,511 \$49,552,915 \$11,028,481

The deviations from the returns of previous week are as follows:

Specie.....	Inc.	17,567	Circulation	Dec.	31,129
Legal Tender Notes.....	Inc.	80,214			

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
May 31	61,230,700	133,388	18,008,314	82,170,329	11,224,829
June 7	61,192,800	133,388	18,008,314	82,170,329	11,224,829
June 14	62,055,163	135,454	16,915,349	52,629,702	10,882,383
June 21	62,172,621	141,936	15,875,264	51,615,412	10,969,154
June 28	61,709,028	135,238	15,439,282	50,659,580	10,882,383
July 5	61,446,332	124,915	15,274,863	49,810,685	10,842,123
July 12	61,446,332	124,915	15,274,863	49,810,685	10,842,123
July 19	61,022,475	130,890	15,016,091	47,975,079	10,565,815
July 26	61,514,918	130,890	15,016,091	47,975,079	10,565,815
July 30	61,121,324	127,540	15,037,893	50,389,083	10,751,643
Aug. 2	61,815,923	125,719	14,804,552	50,675,715	10,897,007
Aug. 9	61,625,225	140,924	14,698,124	49,993,468	10,892,312
Aug. 16	61,999,591	140,672	14,572,026	49,698,912	10,973,306
Aug. 23	61,773,894	139,468	14,525,219	49,041,013	11,014,206
Aug. 30	61,730,128	139,550	14,281,297	49,456,665	11,591,611
Sept. 6	61,586,926	137,747	14,814,511	49,562,915	11,028,481

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			SECURITIES.		
Maine 6s	104 1/2		Vermont & Mass., 1st M. 6, '83.	100 1/2	
New Hampshire 6s	104 1/2		Boston & Albany stock	109	
Vermont 6s	104 1/2		Boston & Lowell stock	114	
Massachusetts 6s, Gold	107		Boston & Providence	117	
do do do	107		Burlington & Mo. in Nebraska	118	
Boston 6s, Currency	107 1/2		Cheshire preferred	112 1/2	
Chicago Sewerage 7s	103 1/2		Chicago, Bur. & Quincy	112 1/2	
do do do	103 1/2		Chas. S. Sundry & Co. stock	113 1/2	
Portland 6s	107 1/2		Connecticut River	110	
Atch. & Topeka 1st m. 7s	87 1/2		Connecticut & Passumpsic, pr.	104 1/2	
do do do	88 1/2		Chas. S. Sundry & Co. stock	104 1/2	
do do do	88 1/2		Eastern (New Hampshire)	104 1/2	
Boston & Albany 7s	112		Fitchburg	104 1/2	
Boston & Maine 7s	110 1/2		Manchester & Lawrence	104 1/2	
Burlington & Mo. in Nebraska	110 1/2		Chas. S. Sundry & Co. stock	104 1/2	
do do do	104 1/2		Northern of New Hampshire	104 1/2	
Eastern Mass. 7s	58		Norwich & Worcester	104 1/2	
Ind. Cin. & Lat. 7s, 1889	80		Ordan. & L. Champlain	104 1/2	
do do do	80		Old Colony	112 1/2	
do do do	80		Port. Saco & Portsmouth	104 1/2	
do do do	80		Portland common	104 1/2	
do do do	80		do do preferred	104 1/2	
do do do	80		Vermont & Canada	104 1/2	
do do do	80		Vermont & Massachusetts	104 1/2	
do do do	80		Worcester & Nashua	104 1/2	

BOSTON, PHILADELPHIA, ETC.—Continued.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
PHILADELPHIA.			BALTIMORE.		
STATE AND CITY BONDS.			Maryland 6s, defence, J. & J.	105 1/2	110
Pennsylvania 6s, coup.	102 1/2	104	do do exempt, 1887	104	104
do do do	102 1/2	104	do do 6s, 1890, quarterly	104	104
do do do	102 1/2	104	Baltimore 6s, 1884, quarterly	104 1/2	104 1/2
Philadelphia 6s, old	104 1/2	105	do do 6s, 1886, J. & J.	104 1/2	104 1/2
do do do	104 1/2	105	do do 6s, 1890, quarterly	104 1/2	104 1/2
Allegheny County 6s, comp.	104 1/2	105	do do 6s, Park, 1890, Q. M.	104 1/2	104 1/2
Pittsburg 6s	104 1/2	105	do do 6s, 1886, J. & J.	104 1/2	104 1/2
New Jersey State 6s, Exempt	104 1/2	105	do do 6s, exempt, 95 M. & S.	104 1/2	104 1/2
Camden County 6s	104 1/2	105	do do 6s, 1902, J. & J.	104 1/2	104 1/2
Harrisburg City 6s	104 1/2	105	Norfolk Water 6s	104 1/2	104 1/2
RAILROAD STOCKS.			RAILROAD BONDS.		
Camden & Atlantic	51 1/2	53	Balt. & Ohio—St. Ch.	104	104
do do pref.	19 1/2	19 1/2	do do Wash. Branch	104	104
Catawissa	48 1/2	49 1/2	do do Parkersburg Br.	104	104
do do pref.	41 1/2	41 1/2	Norfolk Central	104	104
do do new pref.	41 1/2	41 1/2	Western Maryland	104	104
Elmira & Williamsport	39 1/2	40 1/2	Central (N. Y.)	104	104
do do do	39 1/2	40 1/2	Pittsburgh & Connellsville	104	104
do do do	39 1/2	40 1/2	RAILROAD STOCKS.		
do do do	39 1/2	40 1/2	Camden & Atlantic	51 1/2	53
do do do	39 1/2	40 1/2	do do pref.	19 1/2	19 1/2
do do do	39 1/2	40 1/2	Catawissa	48 1/2	49 1/2
do do do	39 1/2	40 1/2	do do pref.	41 1/2	41 1/2
do do do	39 1/2	40 1/2	do do new pref.	41 1/2	41 1/2
do do do	39 1/2	40 1/2	Elmira & Williamsport	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2
do do do	39 1/2	40 1/2	do do do	39 1/2	40 1/2

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

77. *Railroad and active Railroad Stocks are quoted on a previous page. Prices represent the per cent. value, whatever the par may be*

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
State Bonds.			Railroad Bonds.			Tol. & Wabash, 1st m. St. L. div	58 1/2	59	N. J. Midland 1st 7s. gold.	90	90 1/2
Alabama 1880	85	85	(Stock Exchange Prices.)			do do 2d mort. 1885.	58 1/2	59	do do 2d 7s. conv.	40	40 1/2
do 5s. 1880	35	35	Albany & Susq., 1st bonds.	110	110	do do equipm't bonds.	58 1/2	59	N. Y. & Osw. Mid. 1st 7s. gold.	21	21 1/2
do 5s. 1880	35	35	do do do 2d bonds.	24 1/2	24 1/2	do do cons. conv.	58 1/2	59	do do 2d 7s. gold.	19 1/2	19 1/2
do 5s. 1880	35	35	do do do 3d bonds.	24 1/2	24 1/2	Hannibal & Naples, 1st mort.	58 1/2	59	North Pac. 1st m. gold 7 1/2-10.	30	30 1/2
do 5s. Ala. & Chat. B.	35	35	Boston, Hartf. & Erie, 1st mort.	25 1/2	25 1/2	Great Western, 1st mort., 1885.	58 1/2	59	Omaha & Southwestern R.R. 5s.	30	30 1/2
do 5s. of 1892.	35	35	Bur. C. Rapids & Minn., 1st 7s.	35	35	Quincy & Toledo, 1st mort., 1885.	58 1/2	59	Oswego & Rome 7s. guar.	30	30 1/2
Arkansas 1880	15	15	Chesapeake & Ohio 6s, 1st m.	33	34 1/2	Illinois & So. Iowa, 1st mort.	40	40	Peoria, Pekin & J. 1st mort.	20	20 1/2
do 7s. L. R. & F. 1st m.	15	17	do do ex coup	33	34 1/2	Lafayette, H'n & Miss., 1st m.	40	40	Peoria & Rock 1 7s. gold.	40 1/2	41 1/2
do 7s. Memphis & L. R.	15	17	Chicago & Alton sinking fund.	111	111	Han. & Central Missouri, 1st m.	40	40	Port Huron & L. M. 7s. gold, end	30	30 1/2
do 7s. L. R. P. & N. H. V.	15	17	do do do income.	105	105	Pekin, Lincoln & Decatur, 1st m.	40	40	Fullman Palace Car Co. stock.	30	30 1/2
do 7s. Mont. & Pac. R. R.	15	17	do do do 1st mort.	105	105	Clin. Lafayette & Chic., 1st m.	40	40	do do 3d, 4th series	30	30 1/2
do 7s. Ark. Cent. R. R.	15	17	Joliet & Chicago, 1st mort.	105	105	Del. & Hudson Canal, 1st m., 91	110	110	Rockf'd. R. I. & St. L. 1st 7s. gold	7 1/2	7 1/2
California 7s.	115	115	Louisiana & Mo., 1st m., guar.	101	108	do do do 1871	110	110	Rondout & Oswego 7s. gold.	40	40 1/2
do 7s. large bonds.	105 1/2	105 1/2	St. Louis, Jack. & Chic., 1st m.	101	108	do do do 1871	110	110	St. Paul City & Pacific 6s.	40	40 1/2
Connecticut 6s.	95	95	Chic. Bur. & Q. S. p. c. 1st m.	101	108	Long Island R.R., 1st mort.	105 1/2	105 1/2	Southern Minn. constr. 5s.	20	20 1/2
do 7s. new bonds.	100 1/2	100 1/2	do do consol. m. 7s.	105 1/2	105 1/2	South Side, L. I., 1st m. bonds.	105 1/2	105 1/2	St. Jo. & C. Bl. 1st mort. 10s.	20	20 1/2
do 7s. gold endorsed.	95 1/2	95 1/2	Chicago, R. Island & Pacific	105 1/2	105 1/2	Western Union Tel. 1st m.	105 1/2	105 1/2	St. Jo. & Den. C. 8s. gold, W. D.	15	15 1/2
do 7s. gold bonds.	101 1/2	101 1/2	do S. F. Inc. 6s. 95	105 1/2	105 1/2	Miscellaneous List.			do do 8s. gold, E. D.	25	25 1/2
Illinois 6s coupon, 1871	101 1/2	101 1/2	Central of N. J., 1st m., new	104 1/2	104 1/2	(Brokers' Quotations.)			Sandusky, Mass. & Newark 7s.	30	30 1/2
do do do 1879	101 1/2	101 1/2	do do 1st consol.	104 1/2	104 1/2	Albany, N. Y., 6s.	100 1/2	100 1/2	St. Louis, Vandalia & T. H. 1st	30	30 1/2
do do War loan.	102 1/2	102 1/2	do do con. conv.	104 1/2	104 1/2	Buffalo Water, 1st m.	100 1/2	100 1/2	do do 2d guar.	30	30 1/2
Kentucky 6s.	102 1/2	102 1/2	Am. Dock & Improve, bonds.	104 1/2	104 1/2	do Park.	100 1/2	100 1/2	St. L. & So. eastern 1st 7s. gold.	30	30 1/2
Louisiana 6s.	102 1/2	102 1/2	Mill. & St. Paul 1st m. 8s. P. D.	104 1/2	104 1/2	Chicago 6s, long dates.	98 1/2	98 1/2	St. L. & I. Mt. Ark. R. 1st 7s. gold.	30	30 1/2
do do new bonds.	102 1/2	102 1/2	do do do 7-10 do.	98 1/2	98 1/2	do 7s. 1880.	98 1/2	98 1/2	Southern Cent. N. Y. 7s.	30	30 1/2
do do new 1871.	102 1/2	102 1/2	do do 1st m. L. C. D.	98 1/2	98 1/2	do 7s. water.	103 1/2	103 1/2	Union & Logansport 7s.	30	30 1/2
do 7s. Penitentiary.	102 1/2	102 1/2	do do 1st m. J. & M. D.	98 1/2	98 1/2	do 7s. river improvement.	103 1/2	103 1/2	Union Pacific, So. branch, 6s.	30	30 1/2
do 6s. levee bonds.	102 1/2	102 1/2	do do 1st m. I. & C.	98 1/2	98 1/2	do 7s. various.	103 1/2	103 1/2	Waltham Valley 1st 7s. gold.	30	30 1/2
do 6s. do do 1880.	102 1/2	102 1/2	do do 1st m. H. & C. M.	98 1/2	98 1/2	Cleveland & Western, 1st m.	103 1/2	103 1/2	West Wisconsin 7s. gold.	30	30 1/2
do 6s. do do of 1910.	102 1/2	102 1/2	do do 1st Consol.	98 1/2	98 1/2	Detroit Water Works 7s.	103 1/2	103 1/2	Wisconsin Valley 3s.	30	30 1/2
Michigan 6s, 1879-75.	102 1/2	102 1/2	do do 2d m. do.	98 1/2	98 1/2	Elizabeth City, due '85.	98 1/2	98 1/2	Southern Securities.		
do 6s, 1880.	102 1/2	102 1/2	Chic. & N. Western sink fund.	101	101	Hartford 6s.	98 1/2	98 1/2	(Brokers' Quotations.)		
do 6s, 1880.	102 1/2	102 1/2	do do do int. bonds.	101	101	Indianapolis 7-10.	100	100	STATES.		
Missouri 6s, due in 1875.	101 1/2	101 1/2	do do do consol. bds.	98 1/2	98 1/2	Newark City 7s.	107	107	Louisiana new consol. 7s.	54	54 1/2
do do 1875.	101 1/2	101 1/2	do do do ext'n bds.	99	99	Oswego.	103 1/2	103 1/2	South Carolina new consol. 6s.	45	45 1/2
do do 1877.	101 1/2	101 1/2	do do 1st mort.	99	99	Poughkeepsie Water, 1st m.	103 1/2	103 1/2	Texas State 1877, ex int.	30	30 1/2
do do 1879.	101 1/2	101 1/2	do do cp. gl. bds.	88 1/2	88 1/2	Rochester City Water bds., '85	106	106	do 6s, 1891-2, ex int.	30	30 1/2
do do 1880.	101 1/2	101 1/2	do do reg. do.	87	87	Toledo 1880.	95	95	do 7s, gold, ex int.	24	24 1/2
Funding bonds due in 1894-3.	102 1/2	102 1/2	do do do 2d m. do.	87	87	Yonkers Water, due 1893.	104	104	do 10s, of 1884, ex int.	101	101 1/2
Long bond due '91 to '94 incl.	102 1/2	102 1/2	Chic. & N. Western sink fund.	101	101	do do pension, ex int.	95	95	do do, pension, ex int.	95	95 1/2
Asylum or Univer., due 1892.	102 1/2	102 1/2	do do do int. bonds.	101	101	CITIES.			Atlanta, Ga., 7s.	70	70 1/2
Han. & St. Joseph, due 1875.	101 1/2	101 1/2	do do do consol. bds.	98 1/2	98 1/2	Atlantic & Pacific L. G. 6s. gold.	42	42	do do 8s.	70	70 1/2
do do do 1875.	101 1/2	101 1/2	Chic. & Milwaukee, 1st mort.	98 1/2	98 1/2	Atlantic & Nebraska, 8 p. c.	40	40	Augusta, Ga., 7s. bonds.	70	70 1/2
do do do 1876.	101 1/2	101 1/2	Wabash & St. Peters, 1st mort.	98 1/2	98 1/2	Bur. & Mo. River, 1st m.	106	106	Charleston stock 6s.	54	54 1/2
do do do 1877.	101 1/2	101 1/2	Wabash & St. Peters, 2d mort.	98 1/2	98 1/2	do do 2d, 3d, do 7s.	106	106	Charleston S. C., 7s, F. L. bds.	60	60 1/2
do do do 1878.	101 1/2	101 1/2	C. C. & Ind. 1st m. 7s. S. F.	108	109	do do 3d, 4th, do 8s.	106	106	Columbia, S. C., 6s.	60	60 1/2
do do do 1879.	101 1/2	101 1/2	Del. Lack. & Western, 2d m.	108	109	do do 5th, 6th, do 8s.	106	106	Columbia, S. C., 7s. bonds.	60	60 1/2
do do do 1880.	101 1/2	101 1/2	Morris & Essex, 1st mort.	112 1/2	112 1/2	do do 7th, 8th, do 8s.	106	106	Lynchburg 6s.	75	75 1/2
New York Bounty Loan, reg.	106 1/2	106 1/2	do do do 2d mort.	107	107	do do 9th, 10th, do 8s.	106	106	Macon 5s. bonds.	50	50 1/2
do do do coup.	113	113	do do do bonds, 1800.	107	107	do do 11th, 12th, do 8s.	106	106	Memphis old bonds.	40	40 1/2
do do do 1877.	113	113	do do do 7s of 1871.	107	107	do do new bonds.	43	43	do do end, M. & C. R.R.	40	40 1/2
do do do 1878.	113	113	do do do 1st con. gold.	105	105 1/2	do do do 1st m. 7s. gold.	112 1/2	112 1/2	Mobile 6s. (coups. on).	30	30 1/2
do do do 1879.	113	113	do do do extended.	104	104	do do do 2d m. 7s. gold.	112 1/2	112 1/2	do do 8s. (coups. on).	30	30 1/2
do do do 1880.	113	113	do do do 2d mort.	98	98	do do do 3d m. 7s. gold.	112 1/2	112 1/2	do do 10s. (coups. on).	30	30 1/2
do do do 1891.	113	113	do do do 3d mort.	98	98	do do do 4th m. 7s. gold.	112 1/2	112 1/2	do do 12s. (coups. on).	30	30 1/2
do do do 1875.	113	113	do do do 4th mort.	98	98	do do do 5th m. 7s. gold.	112 1/2	112 1/2	do do 14s. (coups. on).	30	30 1/2
do do do 1876.	113	113	do do do 5th mort.	98	98	do do do 6th m. 7s. gold.	112 1/2	112 1/2	do do 16s. (coups. on).	30	30 1/2
do do do 1877.	113	113	do do do 6th mort.	98	98	do do do 7th m. 7s. gold.	112 1/2	112 1/2	do do 18s. (coups. on).	30	30 1/2
do do do 1878.	113	113	do do do 7th mort.	98	98	do do do 8th m. 7s. gold.	112 1/2	112 1/2	do do 20s. (coups. on).	30	30 1/2
do do do 1879.	113	113	do do do 8th mort.	98	98	do do do 9th m. 7s. gold.	112 1/2	112 1/2	do do 22s. (coups. on).	30	30 1/2
do do do 1880.	113	113	do do do 9th mort.	98	98	do do do 10th m. 7s. gold.	112 1/2	112 1/2	do do 24s. (coups. on).	30	30 1/2
North Carolina 6s, old, J. & J.	20	20	do do do 10th mort.	98	98	do do do 11th m. 7s. gold.	112 1/2	112 1/2	do do 26s. (coups. on).	30	30 1/2
do do do A. & O.	20	20	do do do 11th mort.	98	98	do do do 12th m. 7s. gold.	112 1/2	112 1/2	do do 28s. (coups. on).	30	30 1/2
do do do N. C. R.R. J. & J.	20	20	do do do 12th mort.	98	98	do do do 13th m. 7s. gold.	112 1/2	112 1/2	do do 30s. (coups. on).	30	30 1/2
do do do do A. & O.	20	20	do do do 13th mort.	98	98	do do do 14th m. 7s. gold.	112 1/2	112 1/2	do do 32s. (coups. on).	30	30 1/2
do do do do N. C. R.R. J. & J.	20	20	do do do 14th mort.	98	98	do do do 15th m. 7s. gold.	112 1/2	112 1/2	do do 34s. (coups. on).	30	30 1/2
do do do do do A. & O.	20	20	do do do 15th mort.	98	98	do do do 16th m. 7s. gold.	112 1/2	112 1/2	do do 36s. (coups. on).	30	30 1/2
do do do do do N. C. R.R. J. & J.	20	20	do do do 16th mort.	98	98	do do do 17th m. 7s. gold.	112 1/2	112 1/2	do do 38s. (coups. on).	30	30 1/2
do do do do do do A. & O.	20	20	do do do 17th mort.	98	98	do do do 18th m. 7s. gold.	112 1/2	112 1/2	do do 40s. (coups. on).	30	30 1/2
do do do do do do N. C. R.R. J. & J.	20	20	do do do 18th mort.	98	98	do do do 19th m. 7s. gold.	112 1/2	112 1/2	do do 42s. (coups. on).	30	30 1/2
do do do do do do do A. & O.	20	20	do do do 19th mort.	98	98	do do do 20th m. 7s. gold.	112 1/2	112 1/2	do do 44s. (coups. on).	30	30 1/2
do do do do do do do N. C. R.R. J. & J.	20	20	do do do 20th mort.	98	98	do do do 21st m. 7s. gold.	112 1/2	112 1/2	do do 46s. (coups. on).	30	30 1/2
do do do do do do do do A. & O.	20	20	do do do 21st mort.	98	98	do do do 22nd m. 7s. gold.	112 1/2	112 1/2	do do 48s. (coups. on).	30	30 1/2
do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 22nd mort.	98	98	do do do 23rd m. 7s. gold.	112 1/2	112 1/2	do do 50s. (coups. on).	30	30 1/2
do do do do do do do do do A. & O.	20	20	do do do 23rd mort.	98	98	do do do 24th m. 7s. gold.	112 1/2	112 1/2	do do 52s. (coups. on).	30	30 1/2
do do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 24th mort.	98	98	do do do 25th m. 7s. gold.	112 1/2	112 1/2	do do 54s. (coups. on).	30	30 1/2
do do do do do do do do do do A. & O.	20	20	do do do 25th mort.	98	98	do do do 26th m. 7s. gold.	112 1/2	112 1/2	do do 56s. (coups. on).	30	30 1/2
do do do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 26th mort.	98	98	do do do 27th m. 7s. gold.	112 1/2	112 1/2	do do 58s. (coups. on).	30	30 1/2
do do do do do do do do do do do A. & O.	20	20	do do do 27th mort.	98	98	do do do 28th m. 7s. gold.	112 1/2	112 1/2	do do 60s. (coups. on).	30	30 1/2
do do do do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 28th mort.	98	98	do do do 29th m. 7s. gold.	112 1/2	112 1/2	do do 62s. (coups. on).	30	30 1/2
do do do do do do do do do do do do A. & O.	20	20	do do do 29th mort.	98	98	do do do 30th m. 7s. gold.	112 1/2	112 1/2	do do 64s. (coups. on).	30	30 1/2
do do do do do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 30th mort.	98	98	do do do 31st m. 7s. gold.	112 1/2	112 1/2	do do 66s. (coups. on).	30	30 1/2
do do do do do do do do do do do do do A. & O.	20	20	do do do 31st mort.	98	98	do do do 32nd m. 7s. gold.	112 1/2	112 1/2	do do 68s. (coups. on).	30	30 1/2
do do do do do do do do do do do do do N. C. R.R. J. & J.	20	20	do do do 32nd mort.	98	98	do do do 33rd m. 7s. gold.	112 1/2	112 1/2	do do 70s. (coups. on).	30	30 1/2
do do do do do do do do do do do do do do A. & O.	20	20	do do do 33rd mort.								

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.	DIVIDENDS.	PRICE.
Marked thus (*) are not National.	Par. Amount.	Periods.	1873 1874 Last Paid. Bid. Asked
American	100 5,000,000	J. & J.	10 10 July 1, 75.5 158 157
American Exchange	100 5,000,000	M. & N.	8 8 May 1, 75.4 118 117
Bowery	100 250,000	J. & J.	12 12 July 1, 75.5 118 117
Broadway	100 250,000	J. & J.	12 12 July 1, 75.5 118 117
Bull's Head	100 200,000	J. & J.	16 16 Sept. 1, 75.5 118 117
Butchers & Drovers	100 200,000	J. & J.	10 10 July 1, 75.5 118 117
Central	100 2,000,000	J. & J.	8 8 July 1, 75.4 118 117
Chatham	100 250,000	J. & J.	12 12 July 1, 75.5 118 117
Chemical	100 300,000	av. 3 mos	100 91 Sept. 1, 75.15 1,600 1,600
Citizens	100 600,000	J. & J.	10 10 July 1, 75.4 118 117
City	100 1,000,000	J. & J.	30 30 Aug. 2, 75.5 121 120
Commerce	100 1,500,000	J. & J.	8 8 July 1, 75.4 118 117
Continental	100 1,500,000	J. & J.	4 4 July 6, 75.4 118 117
Corn Exchange	100 1,500,000	F. & A.	10 10 Aug. 2, 75.5 130 129
Currency	100 1,000,000	J. & J.	12 12 July 1, 75.4 118 117
Dry Goods	100 1,000,000	J. & J.	12 12 July 1, 75.5 118 117
East River	100 300,000	J. & J.	8 8 July 1, 75.4 118 117
Eleventh Ward	100 250,000	J. & J.	7 7 July 1, 75.4 118 117
Fifth	100 150,000	J. & J.	14 14 July 1, 75.4 118 117
First	100 250,000	J. & J.	14 14 July 1, 75.4 118 117
Fourth	100 5,000,000	J. & J.	9 9 July 1, 75.4 118 117
Fulton	100 300,000	M. & N.	11 11 May 1, 75.5 158 157
Gallatin	100 1,500,000	A. & O.	8 8 Apr. 10, 75.4 140 139
German American	100 300,000	M. & N.	10 10 May 1, 75.4 118 117
German Exchange	100 300,000	M. & N.	10 10 May 1, 75.4 118 117
Germania	100 300,000	M. & N.	10 10 May 1, 75.4 118 117
Greenwich	100 300,000	M. & N.	10 10 May 1, 75.4 118 117
Grand Central	100 300,000	M. & N.	10 10 May 1, 75.4 118 117
Grocers	100 300,000	J. & J.	10 10 July 1, 75.5 118 117
Hanover	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Harlem	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Importers & Traders	100 1,000,000	J. & J.	14 14 July 1, 75.5 118 117
Irving	100 500,000	J. & J.	8 8 July 1, 75.5 118 117
Island City	100 100,000	J. & J.	12 12 July 1, 75.5 118 117
Leather Manufacturers	100 400,000	J. & J.	12 12 July 1, 75.5 118 117
Loans	100 400,000	J. & J.	12 12 July 1, 75.5 118 117
Manufacturers & Build.	100 400,000	J. & J.	10 10 Jan. 10, 75.4 118 117
Manhattan	100 3,000,000	F. & A.	10 10 Aug. 10, 75.5 150 149
Manuf. & Merchants	100 300,000	J. & J.	4 4 July 1, 75.4 118 117
Marine	100 400,000	J. & J.	12 12 July 1, 75.5 118 117
Market	100 1,000,000	J. & J.	10 10 July 1, 75.4 118 117
Mechanics	100 250,000	J. & J.	10 10 July 1, 75.5 118 117
Mech. Bkg. & Equip.	100 300,000	M. & N.	8 8 May 1, 75.5 118 117
Mechanics & Traders	100 300,000	J. & J.	10 10 May 1, 75.4 118 117
Mercantile	100 1,000,000	J. & J.	10 10 May 1, 75.4 118 117
Mercantile	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Merchants' Ex.	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Metropolis	100 300,000	J. & J.	10 10 July 1, 75.5 118 117
Metropolitan	100 4,000,000	J. & J.	10 10 July 1, 75.5 118 117
Murray Hill	100 200,000	A. & O.	4 4 Apr. 1, 75.4 118 117
Nassau	100 1,000,000	M. & N.	8 8 May 10, 75.4 118 117
New York	100 1,000,000	J. & J.	10 10 July 1, 75.5 118 117
New York County	100 300,000	J. & J.	14 14 July 1, 75.5 118 117
N. Y. Nat. Exchange	100 500,000	J. & J.	6 6 May 1, 75.5 118 117
N. Y. Gold Exchange	100 500,000	J. & J.	5 5 Jan. 8, 75.5 118 117
Ninth	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
North America	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
North River	100 300,000	J. & J.	7 7 July 1, 75.4 118 117
Oceanic	100 300,000	J. & J.	12 12 July 1, 75.5 118 117
Pacific	100 422,700	J. & J.	12 12 Aug. 7, 75.5 118 117
Park	100 1,000,000	J. & J.	12 12 July 1, 75.6 118 117
Peoples	100 412,500	J. & J.	10 10 July 1, 75.5 118 117
Phoenix	100 1,000,000	J. & J.	10 10 July 1, 75.5 118 117
Produce	100 250,000	J. & J.	34 34 Aug. 9, 75.4 118 117
Republic	100 2,000,000	F. & A.	8 8 Feb. 8, 75.4 118 117
St. Nicholas	100 1,000,000	F. & A.	8 8 Aug. 9, 75.4 118 117
Seventh Ward	100 300,000	J. & J.	8 8 July 1, 75.5 118 117
Second	100 300,000	J. & J.	10 10 July 1, 75.5 118 117
Shoe and Leather	100 1,000,000	J. & J.	12 12 July 1, 75.6 118 117
Sixth	100 200,000	J. & J.	9 9 July 1, 75.4 118 117
State of New York	100 1,000,000	M. & N.	8 8 Jan. 24, 75.4 118 117
Tenth	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Third	100 1,000,000	J. & J.	8 8 July 1, 75.4 118 117
Traders	100 1,000,000	J. & J.	12 12 July 1, 75.5 118 117
Union	100 1,500,000	M. & N.	11 11 July 1, 75.5 118 117
West Side	100 300,000	J. & J.	8 8 July 1, 75.4 118 117

Gas and City R.R. Stocks and Bonds.

(Quotations by Charles Otis, Broker, 47 Exchange Place.)

GAS COMPANIES.	Par. Amount.	Periods.	5 6 Last dividend. Bid. Asked
Brooklyn Gas Light Co.	25 2,000,000	Q-F	5 July 75 245 250
Citizens' Gas Co (Bklyn.)	30 1,200,000	Q-F	24 July 75 132 131
do certificates	300,000	A. & O.	4 Apr. 75 101 101
Jersey City	50 1,500,000	F. & A.	4 Aug. 75 181 180
Manhattan	50 4,000,000	J. & J.	5 July 75 295 294
Metropolitan	100 2,500,000	M. & S.	5 Mech 9, 75 160 159
do certificates	1,000,000	M. & S.	5 Mech 9, 75 160 159
do b. n. s.	500,000	J. & J.	5 July 75 108 107
Mutual, N. Y.	100 5,000,000	Q-F	24 July 75 106 105
Nassau, Brooklyn	25 1,000,000	M. & N.	4 July 75 153 152
New York scrip	100 500,000	Q-F	5 July 75 102 101
Peoples (Brooklyn)	100 1,000,000	M. & S.	34 July 75 101 100
do do bonds	300,000	F. & A.	4 July 75 106 105
Westchester County	50 444,000	J. & J.	4 July 75 101 100
Certificates	50 444,000	J. & J.	4 July 75 101 100
Bonds	21,000	J. & J.	5 July 75 145 144
Williamsburg	50 1,000,000	J. & J.	5 July 75 145 144
Beecher & Fulton Ferry—stock	100 900,000	J. & J.	5 July 75 1880 1880
1st mortgage	100 900,000	J. & J.	5 July 75 71 72
Broadway & Seventh Ave—stock	100 2,100,000	J. & J.	5 July 75 124 123
1st mortgage	100 2,100,000	J. & J.	5 July 75 124 123
Brooklyn City—stock	100 2,000,000	Q-F	5 May 75 100 100
1st mortgage	100 2,000,000	J. & J.	5 July 75 100 100
Broadway (Brooklyn)—stock	100 200,000	J. & J.	5 July 75 100 100
Brooklyn & Hunter's Pt.—stock	100 400,000	J. & J.	5 July 75 63 62
1st mortgage	100 400,000	J. & J.	5 July 75 63 62
Central Pk. & E. River—stock	100 1,150,000	J. & J.	5 July 75 188 187
1st mortgage	100 550,000	F. & A.	5 July 75 188 187
do do	100 600,000	M. & N.	5 July 75 188 187
Christopher & 12th Street—stock	100 650,000	J. & J.	5 July 75 188 187
Coney Island & Brook—1st mort.	100 500,000	J. & J.	5 July 75 188 187
Dry Dock, E. B. & Battery—stock	100 1,200,000	Q-F	5 May 75 80 80
1st mortgage, cons'd.	100 900,000	J. & J.	5 July 75 92 91
High Avenue—stock	100 1,000,000	J. & J.	5 July 75 135 134
1st mortgage	100 1,000,000	J. & J.	5 July 75 135 134
10th St. & Grand St ferry—stock	100 750,000	M. & N.	4 May 75 100 100
1st mortgage	100 220,000	A. & O.	4 May 75 100 100
Central Cross Town—stock	100 750,000	J. & J.	5 July 75 63 62
1st mortgage	100 750,000	J. & J.	5 July 75 63 62
Ninth Avenue—stock	100 750,000	J. & J.	5 July 75 63 62
1st mortgage	100 167,000	J. & J.	5 July 75 70 71
Second Avenue—stock	100 1,999,500	Q-F	5 July 75 70 71
1st mortgage	100 850,000	J. & J.	5 July 75 70 71
3d mortgage	100 300,000	F. & A.	5 July 75 70 71
4th mortgage	100 150,000	A. & O.	5 July 75 70 71
Guin. Convertible	100 399,700	M. & N.	5 July 75 70 71
High Avenue—stock	100 750,000	M. & N.	5 July 75 70 71
1st mortgage	100 250,000	J. & J.	5 July 75 70 71
14th Avenue—stock	100 2,000,000	Q-F	5 May 75 130 129
1st mortgage	100 2,000,000	J. & J.	5 July 75 130 129
Twenty-third Street—stock	100 1,000,000	J. & J.	5 July 75 98 97
1st mortgage	100 1,000,000	M. & N.	5 July 75 98 97

This column shows last dividend on stocks, also date of maturity of bonds.

Insurance Stock List.

(Quotations by K. S. Bailey, broker, 65 Wall street.)

COMPANIES.	CAPITAL.	NET SUR. PLUS, JAN. 1, 1875.	DIVIDENDS.					PRICE.	
			1871	1872	1873	1874	Last Paid.		Bid
Adriatic	25	200,000	22.77	10	34	10	July 75.5	75	80
Aetna	100	200,000	54,339	17	5	10	July 75.7	150	100
American	50	400,000	344,663	12	6	10	July 75.5	150	100
American Exch's	100	200,000	68,784	12	6	10	July 75.5	75	70
Amity	100	200,000	5,965	10	10	10	July 75.5	75	70
Arctic	20	200,000	15,436	10	5	10	July 75.5	75	70
Atlantic	50	200,000	104,636	10	10	10	July 75.5	106	105
Bowery	25	300,000	390,875	20	20	20	June 75.15	210	210
Brewers & M's'trs	100	200,000	7,721	10	10	10	July 75.5	75	70
Broadway	25	200,000	260,573	11	13	20	Aug. 75.10	215	215
Brooklyn	17	153,000	240,411	20	20	20	July 75.20	215	215
Citizens	20	300,000	121,773	13	14	17	July 75.7	140	140
City	70	210,000	309,894	14	20	14	Aug. 75.10	170	170
Clinton	30	250,000	146,907	14	17	10	July 75.10	150	150
Columbia	50	300,000	43,737	10	10	5	July 75.5	85	85
Commerce	100	200,000	128,678	10	11	15	July 75.10	135	135
Continental	100	1,000,000	366,601	20	8	34	July 75.5	115	120
Eagle	40	500,000	474,009	10	10	10	July 75.15	250	250
Empire	100	200,000	11,558	10	10	10	July 75.5	115	115
Emporium	100	200,000	26,216	5	10	10	July 75.5	75	70
Exchange	50	200,000	92,615	5	10	10	July 75.10	120	120
Fararout	50	200,000	94,138	10	5	10	July 75.74	115	115
Firemen's	17	304,000	105,654	10	5	13	July 75.5	123	123
Firemen's Fund	10	150,000	31,306	10	5	10	July 75.5	85	90
Firemen's Trust	10	150,000	97,940	10	10	10	July 75.5	110	110
Gebhard	100	200,000	19,937	10	10	10	Aug. 75.5	100	100
German	100	200,000	322,559	4	10	10	July 75.5	90	101
Germania	50	300,000	398,751	10	10	10	July 75.5	115	115
Globe	50	200,000	116,672	11	12	12	July 75.10	140	150
Greenwich	25	200,000	825,224	22	29	20	Jan. 75.25	300	320
Guaranty	100	200,000	43,007	10	8	10	July 75.5	90	90
Hamilton	15	150,000	125,746	10	17	20	July 75.10	160	170
Hanover	50	300,000	162,997	8	10	10	July 75.5	110	115
Hoffman	50	300,000	90,658	10	10	10	July 75.5	90	90
Home	100	8,000,000	1,885,281	10	5	10	July 75.5	102	102
Hope	25	150,000	25,741	10	5	10	July 75.5	115	115
Howard	50	200,000	143,182	10	9	10	July 75.5	106	106
Importers & Traders	50	200,000	77,712	10	10	12	July 75.5	115	115
Irving	100	200,000	14,861	10	7	7	July 75.5	85	85
Jefferson	20	200,010	186,244	10	10	10	July 75.5	170	180
Knickerbocker	40	280,000	30,264	15	20	20	July 75.10	130	130
Kings Co. (B'klyn)	30	150,000	174,612	10	10	10	July 75.10	155	160
Knickerbocker	40	280,000	30,264	15	20	20	July 75.10	130	130
Lafayette (B'klyn)	50	150,000	121,317	10	10	10	July 75.10	150	140
Lamar	100	200,000	83,445	10	10	10	July 75.5	100	110
Lenox	25	150,000	79,368	10	10	10	July 75.5	100	100
Long Island (B'klyn)	50	300,000	169,447	14	15	15	July 75.5	90	90
Lorillard	25	300,000	67,298	10	7	10	July 75.5	90	90
Manuf. & Builders	100	300,000	115,712	10	5	10	July 75.5	120	120
Manhattan	100	350,000	187,769	10	10	10	July 75.5	102	102
Mechanics & Traders	25	200,000	815,735	18	20	20	July 75.10	200	200
Mechanics (B'klyn)	50	150,000	122,478	10	10	10	July 75.5	150	150
Mercantile	50	300,000	50,008	11	5	5	July 75.5	90	90
Mercantile	50	300,000	51,883	10	20	7	July 75.10	190	190
Metropolitan	25	200,000	122,478	10	10	10	July 75.5	130	130
Montauk (B'klyn)	50	300,000	121,478	12	20	20	July 75.10	175	185
Nassau (B'klyn)	50	200,000	234,314	20	25	20	June 75.10	185	195
National	37 1/2	200,000	56,648	12	5	10	July 75.6	110	115
New York & N. Y.	100	200,000	196,001	16	16	20	Aug. 75.10	170	170
New York Fire	100	200,000	196,001	16	16	20	Aug. 75.10	170	170
N. Y. & Yonkers.	100	200,000	20,539	10	10	10	July 75.5	80	80
Nassau	50	500,000	436,534	8 1/2	10	10	July 75.5	110	115
North Elver	25	200,000	107,769	10	10	10	July 75.5	100	100
Pacific	25	200,000	850,139	20	20	20	July 75.20	280	280
Park	100	200,000	165,216	11	14	18	July 75.10	160	165
Peter Cooper	30	150,000	211,544	12	16	20	July 75.10	200	200
Phoenix	100	200,000	196,001	16	16	20	Aug. 75.10	170	170
Phoenix (B'klyn)	50	1,000,000	536,822	12	10	10	July 75.5	115	118
Produce Exchange	100	200,000	12,000	10	10	10	July 75.5	75	75
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
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Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5	85	95
Belief	50	200,000	43,081	11	10	5	July 75.5</		

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published regularly on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE.

ANNUAL REPORTS.

Central Pacific Railroad.

(For the year ending December 31, 1874.)

The report of this company shows a continuance of its remarkable prosperity. An analysis of its figures informs us that the net receipts from all sources for the year were \$8,574,571, interest charges, taxes and all other expenses were \$4,538,687, leaving a balance of \$4,045,884 above all liabilities as applicable to dividends. The exhibit for six months of the current year is still more favorable and shows an increase in net earnings of \$746,907 over last year. The gross earnings from Jan. 1 to Sept. 1 this year are about \$2,000,000 ahead of the same period in 1874. As stated below, the company proposes now to pay regularly 8 per cent. annual dividends. From the present and two previous reports we have prepared the following comparison:

COMPARATIVE STATEMENT FOR THREE YEARS.

Road and Operations.			
	1872.	1873.	1874.
Miles of road operated	1,222.00	1,318.92	1,213.83
Locomotive engine mileage	4,898,836	5,010,932	5,314,441
Passenger earnings (coin & cur.)	\$4,065,210	\$4,418,417	\$4,723,866
Freight earnings	6,967,444	7,462,894	7,887,118
Other earnings	930,985	992,640	1,000,046
Total gross earnings	\$11,963,640	\$12,883,952	\$13,611,030
Operating expenses	5,011,278	4,969,371	5,368,131
Net earnings	\$6,952,361	\$7,894,681	\$8,242,899
Total net receipts from all sources	7,047,358	7,932,566	8,574,571
Discount on currency receipts	435,349	592,814	435,801
Interest on funded debt	2,732,244	3,119,649	3,389,834
Taxes	239,972	315,821	275,032
Dividends		1,628,265	2,713,775
Financial Condition at Close of Each Year.			
Capital stock	\$54,283,190	\$54,275,500	\$54,275,500
Funded debt	54,084,000	54,400,000	54,521,000
Government subsidy debt	27,855,681	27,855,680	27,555,680
Profit and loss	7,433,960	9,889,151	10,671,261
Other accounts and liabilities	245,040	75,558	806,523
Total liabilities	\$144,079,871	\$146,635,890	\$148,139,959
Construction	\$130,485,678	\$131,419,110	\$131,303,580
Equipment	5,632,692	6,156,746	6,301,688
Real estate, shops, machinery, &c.	2,325,891	2,466,460	1,511,038
Steamers, Sacramento River	830,372	853,569	769,784
Sinking funds	878,847	1,151,731	1,451,904
Materials and fuel	1,423,101	1,336,821	1,641,903
Balance of accounts	2,366,130	1,666,737	3,097,716
Cash	147,156	1,534,661	1,134,645
Total property and assets	\$144,079,871	\$146,635,890	\$148,139,959

The President's report, proper, is limited to two paragraphs which are as follows:

"It is gratifying to inform you that the Court of Claims, in a recent decision, has vindicated your company in its construction of the Act of Congress in regard to services performed for the Government, by deciding that only one-half of the compensation for services rendered to the Government shall be applied to the payment of the bonds issued by the Government in aid of the construction of your road.

"Year by year the business of your road increases with the population and development of the country; and now its earning capacity is upon such an assured basis that it seems to be proper to determine upon a policy of declaring regular dividends. Your directors, therefore, recommend that semi-annual dividends be made upon the first of October and the first of April of each year. The road has an unquestionable ability to earn a net amount that will justify semi-annual dividends of four (4) per cent upon its stock, and it seems proper that such dividends should be adopted as the policy of the company, and any balance beyond that be preserved as a fund to be used for the redemption of its bonds or other beneficial uses to the company."

The total stock and debt of the company, including U. S. Government subsidy debt, is \$80,924,775. The directors estimate the company's assets, including lands, at \$183,971,054.

The operations of the road for 1874, compared with 1873, were as follows:

EARNINGS.			
	1873.	1874.	
Gross earnings, coin	\$7,643,469 58	\$8,276,301 55	
Gross earnings, currency	5,230,483 40	5,334,729 08	
Total earnings, coin and currency	12,863,952 98	13,611,030 63	
Total earnings, equal to currency	13,851,489 24	14,531,355 36	
OPERATING EXPENSES.			
	1873.	1874.	
Operating expenses, coin	\$4,939,684 09	\$5,323,429 42	
Operating expenses, currency	39,587 43	44,702 45	
Total expenses, coin and currency	4,969,371 52	5,368,131 87	
Total expenses, equal to currency	5,006,166 70	5,842,977 12	
Percentage of operating expenses to gross earnings	40.47	40.25	

The earnings over operating expenses for 1874 were (all in currency) \$8,288,378 14 For year ending December 31st, 1873 8,345,303 54

Being a gain of \$437,075 60 or 5.30-100 per cent.

The number of miles of road operated, including the ferry between San Francisco and Oakland wharf, at the close of the year, was 1,212 83-100 miles. There are also 74 miles in the San Joaquin valley operated under lease from the Southern Pacific railroad company, of which 32 1-10 were completed November 8.

The following shows the operations of the freight department for the year ending December 31, 1874, as compared with 1873:

FREIGHT TONNAGE.			
	1873.	1874.	
	Pounds.	Pounds.	
Tonnage of local freight	1,398,837,364	1,503,723,710	
Tonnage of through freight	220,875,432	304,886,123	
Tonnage of Company's freight	438,001,882	381,961,743	
Total tonnage	2,057,714,678	2,190,571,575	
FREIGHT MEASURE, OR TONS HAULED ONE MILE.			
	1873.	1874.	
	Tons.	Tons.	
Local freight	107,388,059	109,735,748	
Through freight	95,640,334	132,415,554	
Company's freight	48,750,692	38,344,606	
Total freight	248,779,085	280,595,918	

The average charge per ton per mile on freight (exclusive of company's freight) was, in 1873, 8.675 cents, and in 1874, 3.257 cents, showing a decrease of 0.418 cents or 11.37 per cent.

Of the through freight, the following are some of the principal items:

	1873.	1874.	
	Pounds.	Pounds.	
Eastward.			
Barley	2,534,498	45,364,079	
Beans	98,439	101,930	
Blankets	81,438	110,947	
Borax	647,394	1,518,107	
Butter	290,839	250,515	
Canned fruit	678,382	1,517,936	
Cotton	195,343	3,475	
Coffee	4,101,836	926,353	
Flour	1,905,125	521,315	
Fruit, green	2,890,523	4,965,148	
Furs and skins	794,984	225,303	
Glue	369,877	340,750	
Hops	831,965	1,041,558	
Honey	21,139	555,184	
Leather	1,337,830	775,278	
Lead, bars	64,960	40,063	
Quicksilver	432,433	418,973	
Rice	285,000	300,155	
Silk	777,279	382,811	
Salmon	3,824,109	6,477,161	
Sealskins	1,392,173	1,473,860	
Sugar	110,050	60,359	
Tea	12,736,465	11,778,756	
Whalebone	144,302	337,639	
Wheat	20,995	1,838	
Wine	8,803,648	5,585,148	
Wood	39,010,975	39,040,588	
Whale oil	40,000	133,345	
Westward.			
Agricult'l implem'ts	3,697,270	5,811,960	
Alcohol	584,700	495,215	
Butter	Rep. as	328,686	
Boots and shoes	mdse.	2,734,880	
Cheese	Rep. as	338,608	
Candles	2,531,000	4,038,060	
Carpets	1,218,140	1,798,320	
Clothing	1,139,858	1,885,890	
Domestics	13,167,767	10,061,530	
Dried fruit	988,040	1,074,467	
Fish	4,099,669	4,499,130	
Hams	6,415,991	6,086,600	
Live stock	3,032,430	1,967,710	
Lard	1,498,890	1,738,394	
Lumber	2,541,813	2,758,130	
Machinery	5,165,590	3,651,040	
Meats in bulk	4,833,867	283,770	
Oil	2,749,300	4,099,867	
Oysters	1,190,780	1,849,600	
Paper	2,160,090	2,923,391	
Liquors	1,596,900	1,812,370	
Tobacco	4,976,430	7,097,995	
Wagons	5,037,670	7,196,135	

The following is a tabular statement of the number of passengers transported, showing both through and local passengers, for the years 1872, 1873, and 1874. The figures given for through passengers represent the travel between the termini of the main line—San Francisco and Ogden.

	Eastward.	Westward.	Total East and West.
Year ending December 31st, 1873—			
Through, rail	21,615	31,040	52,655
Local, rail	265,247	267,901	533,148
Local, ferry	1,203,628	1,211,513	2,415,141
Total	1,490,530	1,513,454	3,003,974
Year ending December 31st, 1873—			
Through, rail	23,436	44,870	67,306
Local, rail	396,988	293,351	590,339
Local, ferry	1,310,337	1,311,649	2,621,976
Total	1,680,801	1,649,370	3,280,171
Year ending December 31st, 1874—			
Through, rail	24,782	55,509	80,291
Local, rail	269,733	274,435	544,168
Local, ferry	1,573,989	1,664,391	3,238,380
Total	1,868,504	1,994,225	3,862,729
Increase 1872 over 1871	283,094	337,897	620,991
Increase 1873 over 1872	140,281	135,916	276,197
Increase 1874 over 1873	237,703	344,555	582,258
Average number of miles traveled by each passenger	35.33	36.85	34.77
Average charge per mile per passenger, in cents	3.88	3.65	3.52

GENERAL LEDGER BALANCE SHEET, DEC. 31, 1874.

Dr.	
Construction	\$131,303,580 64
Equipment	6,301,688 89
Real estate	1,017,696 48
Shops	863,820 42
Machinery in shops	534,346 63
Furniture, telegraph instruments, safes, &c.	113,541 92
Steamers, Sacramento River	769,784 27
Sinking fund No. 1, for redemption of convertible mortgage bonds	675,894 87
Sinking fund No. 2, for redemption of California State aid bonds	305,255 00
Sinking fund No. 3, for redemption of first mortgage bonds of the company, series "A, B, C and D"	305,355 00
Sinking fund No. 4, for redemption of first mortgage bonds of the company, series "E, F, G, H and I"	165,800 00
Material in shops	808,593 74
Material in store	47,709 49
Material for track repairs	480,828 44
Fuel	304,769 52
Balance of accounts outstanding and in hands of agents, deducting obligations	3,097,716 84
Cash	1,134,645 56
Total	\$148,139,959 71

Cr.	
Capital stock.....	\$51,275,500 00
Funded debt.....	51,511,000 00
Lands.....	742,080 20
Unclaimed dividend, No. 1.....	11,511 00
Unclaimed dividend, No. 2.....	14,310 00
Hospital fund.....	38,666 83
Government bonds.....	27,826,490 00
Profit and loss.....	10,671,861 58
Total.....	\$148,139,959 71

LAND DEPARTMENT.

The land agent's report has the following:

	Acres.
Land grant from the U. S. to the Central Pacific Railroad of 12,800 acres per mile, for 743 miles, is.....	9,497,600
Deduct for lands previously granted and reserved, say.....	1,500,000
Leaves.....	7,997,600
The land grant to the California & Oregon Railroad of 12,800 acres per mile, for 291 miles, is.....	3,784,800
Total.....	11,722,400
The value of these lands, at the Government minimum price for adjoining land, \$2 50 per acre, would be.....	\$29,306,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price. The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due. The total amount of sales by the land department from its organization to June 30th, 1875, amount to \$95,965-08 acres, which were disposed of for \$1,674,559 08, being an average of a little more than \$4 23 per acre.

Of the lands in the California & Oregon Railroad grant, there were sold, prior to the consolidation of that Company with the Central Pacific Railroad Company, 9,760-87 acres, for \$18,443 36.

From October 1, 1870, to December 31, 1872, there were sold 122,765-09 acres, for \$484,227 97, averaging \$3 94 per acre.

From December 31, 1872, to December 31, 1873, there were sold 58,733-60 acres, for \$410,314 92, being an average of \$7 per acre.

From December 31, 1873, to December 31, 1874, there were sold 63,846-99 acres, for \$388,824 26, being an average of \$6 09 per acre.

From December 31, 1874, to June 30, 1875, there were sold 13,120-98 acres, for \$77,683 07, averaging about \$6 per acre. This includes 160 acres, granite quarry donated to the State.

Lake Shore & Michigan Southern.

(For the year ending June 30, 1875.)

We have obtained an official detailed report of earnings and expenses of this road for the year ending with June 30, 1875, and the company's condensed balance sheet of assets and liabilities at the latter date. This report is valuable as supplementing the regular annual report of the company for the year 1874, which was published in the CHRONICLE, vol. xx., p. 451.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEARS ENDING JUNE 30, 1875 AND 1874.

Earnings.	
Passenger transportation—local.....	\$3,282,024
Passenger transportation—through.....	796,714
Freight transportation—local.....	7,918,979
Freight transportation—through.....	2,412,648
Add for storage, E. & P. freight, &c.....	119,679
Mail service.....	438,639
Express service.....	311,208
All other sources of income, including rents, &c.....	133,868
Total earnings.....	\$15,413,858
Operating Expenses.	
Maintenance of way and structures.....	\$2,870,083
Maintenance of cars.....	933,969
Motive power.....	887,788
Condensing transportation.....	6,045,335
Taxes.....	438,544
Total operating expenses (71-59 p. c. of earnings).....	\$11,035,693
Net earnings.....	4,378,165

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

Receipts Other Than Earnings.	
Sale of bonds of company (not previously issued).....	\$3,656,000
Sale of real estate.....	23,834
Sale of stocks and bonds of other companies.....	240,866
Total.....	\$3,920,700
Payments Other Than Operating Expenses.	
Interest on bonds.....	\$2,554,676
Discount in sale of bonds.....	305,000
Interest on floating debt.....	none
Dividends (10 p. c. on preferred stock).....	53,350
Dividends on common stock.....	1,607,661
Floating debt liquidated.....	2,160,083
Applied to sinking fund.....	1,000,000
Lease of other roads—Erie & Kalamazoo.....	30,000
Kalamazoo Allegan & Grand Rapids.....	103,800
Jamestown & Franklin.....	87,652
Mahoning Coal.....	30,586
Construction of new work.....	1,081,535
Additional equipment.....	109,015
Additional real estate.....	183,365
Total.....	\$9,237,394

GENERAL BALANCE SHEET, JULY 1, 1875 AND 1874.

Liabilities.	
Capital stock.....	\$50,000,000
Funded debt, L. S. & M. S.....	36,511,000
Funded debt, P. M. & Tol.....	924,000
Funded debt, W. P. & Kal.....	600,000
Floating debt.....	2,160,083
June liabilities, payable July.....	1,061,497
Income account, or profit and loss.....	2,329,071
Total liabilities.....	\$91,325,566

Assets.	
L. S. & M. S. Railway and branches, 861 miles.....	\$64,925,210
Detroit M. & Toledo Railroad, 62-29 miles.....	1,291,968
White Pigeon & Kalamazoo, 36-68 miles.....	610,000
Northern Central Michigan RR., 61-14 miles.....	1,347,494
Jamestown & Franklin RR., 51 miles.....	1,901,638
Equipment for 1,173 miles road.....	14,341,885
L. S. & M. S. Railway stock, 2,514 shares.....	251,400
Det. Mon. & Toledo stock, 4,136 shares.....	413,600
Stocks of other companies.....	634,483
Bonds of other companies.....	1,541,787
Bills receivable.....	847,829
Cash on hand and in transit, uncollected earnings.....	933,974
Supplies, rails, fuel, &c.....	2,270,865
Individual accounts.....	36,489
General office, buildings, &c.....	11,612
Sundry bond scrip.....	1,808
Total assets.....	\$91,325,566

Kansas Pacific.

(For the year ending December 31, 1874.)

The annual report of this company has only recently come to hand. It contains the following:

MAIN LINE AND LEAVENWORTH BRANCH.

Earnings and Expenses.

Earnings—Freight:	
Ordinary.....	\$1,935,439 55
Government.....	30,215 60—1,965,655 15
Passenger:	
Ordinary.....	\$1,077,844 27
United States troops.....	33,861 93
United States mails.....	137,243 50
Expresses.....	84,000 00—1,332,948 72
Miscellaneous.....	58,146 08
Total earnings.....	\$3,356,749 95
Expenses—total.....	1,671,045 57
Earnings over operating expenses.....	\$1,685,704 38

The following statement shows a comparison of the earnings and expenses for the five years from 1870 to 1874:

	1870.	1871.	1872.	1873.	1874.
Total.....	\$3,360,788	\$3,312,517	\$3,723,713	\$3,565,399	\$3,356,749
Expenses.					
Total.....	\$2,450,040	\$2,309,589	\$2,329,265	\$2,116,900	\$1,671,045
Percentage, exclusive of taxes used in operating.....	73 79-100	69 51-100	59 87-100	59 41-100	49 78-100

JUNCTION CITY AND FORT KEARNEY RAILWAY COMPANY.

Earnings and Expenses.

Gross earnings.....	\$36,525 51
Expenses.....	14,024 94
Net earnings.....	\$22,500 57
Increase of gross earnings over 1873.....	9,189 13
Increase of net earnings over 1873.....	7,518 53

The road and track of this line has remained in good condition, and will require but little work to preserve it in the same condition another year.

ARKANSAS VALLEY RAILWAY COMPANY.

Gross earnings.....	\$24,659 45
Expenses.....	27,839 77
Net earnings.....	\$37,309 68

As the road was open for but three months in 1873, no comparison can be made.

The gross earnings of the main line and above two branches were \$3,457,944 91. Expenses of same..... 1,712,490 28

Earnings over operating expenses..... \$1,725,514 63

The President's report says:

The business of the company, in transportation as well as in land sales, was seriously affected by the grasshopper plague and the drouth. The frontier counties on the line of your road have been settled by men of small means, with little or no capital to fall back upon in case of disaster. To this class a failure of the crops has a terrible significance, meaning privation and want. They rely for support the first year principally upon the meagre crop of seed corn. The grasshoppers completely destroyed this crop. Many had not been long enough cultivating their lands to provide for other crops and were left utterly destitute, and starvation must have followed want of help. * * * Negotiations have been going on for some time past for settlement of difficulties with the Union Pacific Railroad Company, and so much success has attended the efforts that we now lay before you the result and trust that the scheme may meet with your approval.

The board of directors earnestly recommend its acceptance, believing that the payment of principal and interest of all the debts of the company is thereby assured and that your stock will become a dividend paying one. Very satisfactory progress has been made in carrying out the compromise between the company and bondholders. In pursuance of the terms of the agreement, the company resumed the payment of interest as agreed upon in November, 1874, and a large majority of every class of its bonds have been already funded, and the process is still going on, indicating clearly that the bondholders in Europe, as well as in America, are satisfied of the wisdom of the arrangement made between their representatives and the Company. It is hoped that the small minority which has refused to accept the arrangement will ere long abandon their hostile attitude and enable the company to bring the funding operation to a close.

The whole amount of service rendered the Government unsettled up to date, is \$626,095 04. A suit, specially authorized by Congress, is now pending in Court of Claims to determine whether or not the Government is entitled to retain more than one-half of earnings on Government business. We confidently expect the decision in this matter will put about \$300,000, 50 per cent of the amount already earned and retained by the Government, in your treasury. The Government has instituted a suit against your

company in the past month for five per cent of the net earnings, which the law provides that it is entitled to after the completion of the road. Under the late decision made by the Supreme Court of the United States, in the case of St. John vs. The Erie Railway Company, we do not anticipate any call upon your treasury in consequence of this claim.

GENERAL INVESTMENT NEWS.

Alabama & Chattanooga.—The special commissioner is now in New York taking evidence as to the receiver's certificates, and other claims against this company. It appears that the receiver's certificates will amount to a little more than \$1,000,000, of which about \$371,000 were sold at 90 per cent. of their face, \$245,000 were issued for lands at Chattanooga, and about \$400,000 were for loans made by the receivers with interest to Sept. 1. Of these loans about \$250,000 were made in New York at a high rate of interest. In addition there is about \$77,000 to be paid for wages due, and \$200,000 for court expenses. It is said that there is about \$125,000 owing for small debts, which will have to be paid in money. Mr. J. C. Stanton holds a judgment of \$340,000, obtained in a Tennessee court, which, however, may possibly be rejected. Including everything, the debts amount to about \$1,750,000.

An offer has been made by Boston parties to purchase the road, and the foreign bondholders have sent a special agent to negotiate in the matter, who is expected to arrive here shortly. One report of the proposition offered, says that the Boston party will give about \$1,500,000 cash for the road, subject to the receiver's certificates, and the State of Alabama will give \$1,000,000 in her direct bonds.

Central of New Jersey—Lehigh & Wilkesbarre Coal.—The following securities have been placed upon the Stock Exchange list: Fifteen million dollars of Lehigh & Wilkesbarre consolidated guarantee mortgage bonds. These bonds are to be issued by the Lehigh & Wilkesbarre Coal Company for the purpose of funding the company's present indebtedness and retiring or paying their present outstanding bonds. They are of the denomination of \$1,000 each, numbered from 1 to 15,000, dated June 1, 1875, principal payable June 1, 1900; interest 7 per cent per annum, payments to be made quarterly on March 1, June 1, Sept. 1, and Dec. 1, of each year. They are guaranteed by, and are placed under the heading of, the Central Railroad of New Jersey.

Chicago Milwaukee & St. Paul.—Among the additions to the Stock Exchange list were \$35,000,000 of Milwaukee & St. Paul consolidated sinking fund bonds to take the place of the company's first mortgage consolidated bonds, dated Feb. 14, 1874, of the same amount, now on the list, these latter bonds having been declared defective. The new bonds bear date July 1, 1875, are of the denomination of \$1,000 each, are numbered from 1 to 35,000, and pay interest at the rate of 7 per cent per annum on Jan. 1 and July 1 of each year. Of the defective bonds \$1,039,000 have been issued, and will be exchanged for the new bonds on presentation. \$27,339,000 of the new issue have been deposited with the Farmers' Loan and Trust Company, to take up all outstanding bonds which amount to that sum. The balance of the issue is designed for the purchase of steel rails, to build bridges, and for other permanent improvements of the road.

Chicago Rock Island & Pacific.—The following were admitted to the Stock Exchange list: One million dollars of sinking fund income sixes of 1895. These bonds are issued by the Chicago and Rock Island Railroad Company, and are designed to pay for building fifty miles of additional road west of Sigourney, Iowa. They are to come after the first mortgage bonds, are to be of the denomination of \$1,000 each, with coupons bearing six per cent interest, payable on Aug. 1 and Feb. 1 of each year principal payable Aug. 1, 1895. A sinking fund of \$40,000 per annum, beginning Jan. 1, 1877, is to be set aside to purchase them back, if they can be obtained at par and accrued interest. If not, the fund and interest is to be invested in the mortgage sinking fund bonds of the company, at a price not exceeding five per cent premium and accrued interest. The company stipulate that if any subsequent mortgage be contracted before the new bonds reach maturity, it shall be made to cover and include this issue.

Cleveland Columbus Cincinnati & Indianapolis.—The following were admitted to the Stock Exchange: Seven million five hundred thousand dollars of Cleveland Columbus Cincinnati & Indianapolis consolidated mortgage bonds, to be issued by the Cleveland Columbus Cincinnati & Indianapolis Railroad Company, with a view to consolidating all the indebtedness of the road, and establishing a fund to meet the future requirements of the company. The bonds are to be of the first class, and are secured by a single mortgage on the entire property of the road, a sinking fund trust mortgage deed having been executed to Henry F. Vail and Charles E. Tracey, subject to the redemption of \$,000,000 old bonds. That number of new bonds for that purpose has been deposited with the United States Trust Company, and twenty-four have been already exchanged. The bonds are of the denomination of \$1,000 currency, or £300 gold, each, with coupons attached, payable on June 1 and Dec. 1, in New York, at the rate of \$35 currency, and in London at the rate of £6 gold; principal payable in 1914, unless sooner redeemed by the sinking fund.

European & North American.—The stockholders met in Bangor, Me., last week, but adjourned for thirty days without taking any action. The committee for the creditors have prepared their report, and will present it soon.

Missouri Kansas & Texas.—The receiver, Mr. Wm. Bond, reports as follows for the half year ending June 30:

Receipts—	1873-74.	1873-75.	Expenses—	1873-74.	1873-75.
From freight.....	769,965	.....	Transportation.....	159,965	.....
" passengers.....	352,444	.....	Locomotive expenses.....	128,001	.....
" mails.....	71,112	.....	Car expenses.....	65,423	.....
" express.....	34,875	.....	Maintenance of way.....	122,200	.....
Miscellaneous.....	4,700	.....	General expenses.....	35,923	.....
Total.....	1,233,103	1,444,939	Other expenses.....	1,729	.....
			Working expenses.....	601,379	.....
			Construction acc't.....	84,644	.....
			Total.....	686,023	975,580
			Net earnings.....	547,079	469,459

The proportion of working expenses was 49.58 per cent; including construction it was 55.63 per cent in 1875, and 67.51 per cent in 1874. The net earnings were \$696 per mile worked in 1875, and \$597 in 1874.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

At Top. & S. F.	Central Pacific	Cin. L. & Chicago	Den. & Rio Grande	Illinois Central	Ind. Bl. & West'n
1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.
(509 m.) (509 m.)	(1,219 m.) (1,219 m.)	(75 m.) (75 m.)	(120 m.) (120 m.)	(1109 m.) (1109 m.)	(344 m.) (344 m.)
\$62,792	\$68,659	\$89,000	\$19,590	\$393,997	\$151,795
73,506	78,410	86,537	20,364	561,793	139,204
121,002	104,032	76,792	21,287	561,793	151,186
112,425	112,474	29,902	32,650	517,674	140,354
101,344	107,845	32,618	35,536	621,013	119,910
101,774	104,438	31,870	35,329	692,416	130,161
100,641	113,450	31,698	35,158	687,454	124,292
112,681	150,000	34,530	36,496	711,969	103,636
110,563	137,739	40,105	35,516	753,536	154,199
123,654	1,465,515	44,668	38,907	668,943	146,958
116,379	1,314,000	38,697	29,993	680,435	118,868
102,325	1,150,000	42,300			114,076
\$1,250,806	\$14,234,714	\$453,718	\$376,659	\$7,900,720	
.. Year ..					
Ind. Cin. & Laf.	Internat'l & St. N.	Kansas Pacific	Michigan Cent.	Mo. Kan. & Texas	Mobile & Ohio
1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.
(119 m.) (119 m.)	(383 m.) (458 m.)	(672 m.) (672 m.)	(304 m.) (304 m.)	(736 m.) (736 m.)	(517 m.) (517 m.)
\$144,944	\$133,787	\$139,116	\$647,476	\$266,333	\$293,927
136,661	111,555	112,500	543,016	230,371	218,948
138,503	136,550	104,661	615,930	235,438	174,968
153,373	153,794	76,867	683,804	214,000	134,564
144,872	145,892	73,587	685,179	224,600	146,567
142,561	141,540	75,144	681,783	237,420	120,071
141,540	141,540	74,280	619,819	245,400	119,047
158,835	175,581	70,495	603,835	259,000	116,639
175,581	105,945	71,632	637,703	334,400	155,303
174,630	137,418	302,318	751,596	313,500	212,607
148,468	176,542	358,166	654,906	280,000	267,845
154,499	130,756	275,847		252,700	285,408
		233,401	.. Year ..	.. Year ..	.. Year ..
\$1,923,115	\$1,364,589			\$3,150,725	\$2,391,019
Ohio & Miss.	St. Louis Alton & Terre Haute	St. L. Iron Mt. & So.	St. L. & S. East.	Union Pacific	
1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	1874. 1875.	
(395 m.) (395 m.)	(195 m.) (195 m.)	(71 m.) (71 m.)	(358 m.) (358 m.)	(1093 m.) (1093 m.)	
\$296,039	\$103,787	\$38,807	\$250,074	\$640,715	
243,167	86,499	37,468	217,368	607,999	
304,842	105,668	44,473	285,132	607,207	
296,655	99,447	41,093	240,434	637,626	
296,607	91,651	40,867	244,394	83,935	
292,546	71,697	38,980	264,448	910,065	
298,807	99,814	43,153	238,608	1,273,232	
292,546	101,741	35,619	275,300	902,881	
294,360	113,631	49,794	235,348	1,043,584	
294,374	112,421	35,643	233,173	850,113	
381,022	137,042	40,406	251,230	1,034,652	
309,572	50,039	46,910	287,505	1,063,993	
298,018	53,322	58,800	335,777	1,141,928	
	109,165	58,812	320,860	1,000,598	
	100,445	58,812	883,000	897,159	
			.. Year ..	.. Year ..	
\$3,633,099	\$1,254,187	\$59,917	\$1,263,694	\$10,550,850	

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 10, 1875.

Among the new complications which are operating this week as an obstruction to business are an advance in the gold premium and a decline in rates of exchange, by which means values have been more or less unsettled, as between buyers and sellers. The weather in nearly all parts of the country has been exceedingly good for the maturing and gathering of the crops, and has its effect upon cotton and corn, which suffered somewhat from bad weather in August. The volume of jobbing is very fair, but little animation in general trade is observable.

There has been a material decline in pork, with lard showing some decline, and hog products are generally easier. The decline in pork is mainly owing to lower prices at the West. There have latterly been sales of mess at \$30 70 for September and October delivery. Lard sold yesterday for export to the extent of 1,200 tierces, on the spot and for early arrival, at 13¢ for prime Western, and this was about the remainder of this crop; and the next crop opens slowly at 12½¢ to 13¢. Bacon has brought steady prices in a small way, but pickled meats have been dull and weak. Beef has been in fair request and steady. Tallow has advanced to 9½¢ for prime. Butter has become dull at the late advance, with the close a little weak. Cheese has been dull and heavy, closing at 9½¢ to 10½¢ for prime to choice factories. Today, on reports of danger to the corn crop from frost, pork was firmer at \$30 85 for mess, seller October, but in other particulars the market for provisions was without essential change.

Rio coffee has declined under free offerings, and the close is flat at 19¢ to 20¢, gold, for fair to prime cargoes. Mild grades have been quiet and unchanged. The stock of Rio yesterday was 48,500 bags here, 2,123 bags at the outports, and 120,100 bags afloat and loading for the United States ports; and of mats here, 50,362 Java and 12,454 Singapore. Rice is a little easier, owing to the coming forward of the new crop of domestic, which promises much better than early in August. Molasses has been dull, drooping and unsettled. Sugars have partially advanced, owing to an active demand from refiners; fair to good refining quoted at 8½¢, and standard crushed refined, 11½¢.

Receipts since 1st September. Hhds. Boxes. Bags. Melado.
Sales since 1st September. 12,759 8,506 3,705 563
Stock Sept 9, 1875. 130,789 48,697 203,705 17,376
Stock Sept 10, 1875. 112,924 91,723 41,345 777

Kentucky tobacco has ruled lower, and at the decline is decidedly more active; 7½¢ for lugs and 10¢ to 20¢ for leaf; the sales for the week embraced 1,600 hhd., of which 1,300 were for export and 300 for consumption. Seed leaf has been less active, but about steady. The sales embrace: Crop of 1870, 11 cases Connecticut at 7½¢; crop of 1871, 100 cases do at 13¢; crop of 1873, 17 cases do at 36¢, 57 cases New York at 12¢, 254 cases Pennsylvania at 12½¢ to 22¢, 50 cases Ohio, and 50 cases Wisconsin and Illinois, on private terms; and crops of 1871, 1872 and 1874, 30 cases Connecticut at 17¢; also 300 cases sundry kinds at 7½¢ to 8½¢. Spanish tobacco has remained steady; the sales were 500 bales Havana at 85¢ to \$1 05.

In rosin a steady business has been done for export, and quotations have shown more firmness; strained to good strained quoted at \$1 65 to \$1 70. Spirits turpentine also has been more active, but closes quiet at 81½¢. Petroleum during the week has materially advanced under higher Creek advices and limited offerings on the part of refiners; at the close, however, there was only a steady market at somewhat reduced figures; refined, in bbls., 11½¢ to 12¢; crude, in bulk, 5½¢. Ingot copper remains steady, with sales to the extent of 200,000 lbs. Lake at 23½¢ to 23¾¢ cash. Whiskey has declined to \$1 20.

The business in ocean freights has been more on a moderate scale, and rates have not exhibited any great steadiness, though at the close the tone and position were inclined to be so. Late engagements include: Grain to Liverpool, by steam, 7½¢ to 8d.; do. to Hull, by steam, 8d. Charters—Grain to Cork, for orders, 5s. 10d. to 6s. 8d.; refined petroleum to the United Kingdom 5s.; do. to the German Baltic 5s. 4d.; do. in cases to Messina 26c. and do. to Odessa 30c., both gold. To-day, there was a rather quiet market, but no material change in rates took place. Grain to Liverpool, by steam, (to fill) 6½¢ to 6¾¢; do. by sail to London 7d.; do. by steam, to Hull 8d.; refined petroleum to Rotterdam 4s. 6d.; do. to an inside Spanish port 5s. 6d.; do. from Philadelphia to Trieste 5s. 9d.; cases from do. to the Levant 35c. gold.

Linseed oil has ruled lower at 64¢ to 65¢. Crude sperm has been in good demand, with sales of 1,000 bbls. for export and home use at \$1 50. Other oils have been quiet and unchanged. Mackerel have sold freely at \$17 50 to 18 for No. 1, and \$12 50 to 13 for No. 2; also 1,000 bbls. small No. 3 for export at \$8 50. Cod fish have been quiet but firm. Hides have been in moderate demand and unchanged; dry Buenos Ayres quoted at 21¢ to 22½¢, gold, and dry Texas 18½¢, currency.

Exports of Leading Articles from New York.
The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1875, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.		EXPORTS SINCE JANUARY 1 TO												Total since this week.		Same time 1875.				
		Great Britain.	France.	Holland & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A.	Other W. Indies.	Hayti.	British Guiana.	Brazil.	Other S. American.	All other Ports.	Total.	January 1.	Same time 1874.
Breadstuffs—Flour .	bbls.	946,668	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,337,327	1,337,327
Do. Meal .	bbls.	3,560	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14,124	14,124
Wheat .	bush.	15,012,100	99,463	2,213,353	78,357	9,019	...	709,192	...	...	1,300	...	...	16,464	...	...	...	837,336	18,140,947	96,248,240
Barley .	bush.	...	...	17,000	134,313	...	...	...	...	...	...	...	...	...	...	...	...	...	182,333	533,000
Oats .	bush.	1,746	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	88,498	88,498
Corn .	bush.	200,352	3,300	200,352	...	...	...	31,641	...	60,334	...	...	...	16,100	7,559	10,044	...	495,684	8,404,497	15,713,916
Peas .	bush.	135,919	1,040	23,351	...	...	...	...	...	...	...	...	...	6,675	286	3,951	...	1,617	2,317	41,325
Onions .	tons.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coal .	tons.	8,159	8,545	8,944	10,048	1,466	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton .	bags.	300,321	11,433	3,571	20,489	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Yarn .	pkgs.	1,375	175	103	314	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Hemp .	tons.	3,586	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Naval Stores .	bales.	3,143	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naval Stores—Sp. Turp.	bbls.	68,481	2,640	8,849	91,797	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rosin .	bbls.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tar .	bbls.	1,755	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil cake .	100 lbs.	948,978	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil—Petroleum .	galls.	13,836	5,747,990	11,103,633	393,789	8,391,157	3,650,051	7,005,472	3,842,000	1,061,000	45,869	1,192,314	94,540	775,377	505,103	1,317,365	1,845,545	4,911,616	4,950,533	108,956,664
Do. Lamp .	galls.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wool .	galls.	387,600	66,316	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woolen .	galls.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard .	galls.	24,026	4,601	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Provisions—Port, bbls. &c.	...	33,172	270	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beef .	...	3,070	1,098	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pork .	...	15,900	380	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Butter .	100 lbs.	99,134	24,717	8,703	15,900	4,099	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Tallow .	100 lbs.	70,123	139	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheese .	100 lbs.	20,124	1,319	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Butter .	100 lbs.	985,691	83,341	95,675	295,433	1,918	...	4,459	...	...	...	...	...	...	...	...	...	...	...	...
Do. Tallow .	100 lbs.	189,965	20,404	68,808	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Lard .	100 lbs.	128,955	57,586	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Soap .	100 lbs.	9,959	2,604	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Candles .	100 lbs.	16,977	1,992	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Tobacco .	100 lbs.	820	64,197	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Manufactured .	...	1,337,969	15,004	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wholesale .	...	95,395,341	6,091,985	8,193,746	11,649,780	1,643,714	1,840,811	3,966,071	1,904,501	1,935,935	3,331,703	5,717,683	2,141,375	614,313	3,104,350	7,548,405	2,393,030	5,896,165	173,726,615	208,981,170
Total Value .	1875 .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since Jan. 1, 1875, and for the same period of 1874:

[The quantity is given in packages when not otherwise specified.]

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874
China, Glass and Earthenware.....			Metals, &c.—		
China.....	9,709	9,140	Cutlery.....	3,086	3,397
Earthenware.....	25,302	34,104	Hardware.....	2,101	2,140
Glass.....	318,688	289,873	Iron, R.R. bars.....	23,611	221,276
Glassware.....	23,098	34,756	Lead, pipe.....	71,998	147,804
Glass plate.....	7,058	6,360	Spelter, lbs.....	896,104	1,750,301
Buttons.....	5,451	4,990	Steel.....	62,794	81,371
Coal, tons.....	31,063	45,493	Tin, boxes.....	708,188	697,954
Cocoa, bags.....	17,902	19,305	Tin slabs, lbs.....	4,979,650	7,241,338
Coffee, bags.....	1,214,461	1,053,604	Rags.....	97,322	94,760
Cotton, bales.....	2,958	2,437	Sugar, hhds, tcs. & bbls.....	504,565	534,308
Drugs, &c.—			Sugar, bxs & bags.....	1,378,377	920,738
Bark, Peruvian.....	32,766	28,353	Tea.....	655,675	791,733
Bleas, powders.....	31,815	18,465	Tobacco.....	40,187	68,117
Cochineal.....	3,448	4,748	Waxes, &c.—	1,448	3,100
Cream Tartar.....	4,577	893	Wines, &c.—		
Gambler.....	9,017	37,501	Champagne, bks.....	72,706	80,347
Gum, Arabic.....	2,883	3,830	Wines.....	131,483	130,778
Indigo.....	2,828	3,036	Wool, bales.....	37,890	32,156
Madder.....	1,462	1,750	Articles reported by value—		
Oils, essential.....	732	755	Cigars.....	\$1164,655	\$1516,392
Oil, Olive.....	38,318	24,573	Corks.....	66,311	69,549
Opium.....	607	1,328	Fancy goods.....	778,906	737,323
Soda, bi-carb.....	16,800	31,549	Fish.....	156,958	158,127
Soda, sal.....	38,130	40,188	Fruits, &c.—		
Soda ash.....	40,443	34,549	Lemons.....	569,481	946,416
Flax.....	6,654	7,453	Oranges.....	1,735,151	1,299,401
Furs.....	6,079	4,847	Rice.....	637,816	595,115
Gunny cloth.....	1,488	1,989	Spices, &c.—	738,835	1,104,316
Hair.....	3,311	2,929	Cassia.....	151,366	71,460
Hemp, bales.....	89,007	140,715	Ginger.....	69,180	71,836
Hides, &c.—			Pepper.....	468,859	454,512
Bristles.....	1,189	1,058	Saltpetre.....	166,695	280,106
Hides, dressed.....	4,513	6,370	Woods.....		
India rubber.....	27,965	37,527	Cork.....	349,377	301,510
Ivory.....	2,397	1,375	Fustic.....	59,130	30,635
Jewelry, &c.—			Logwood.....	340,445	195,513
Jewelry.....	2,254	2,325	Mahogany.....	81,734	74,448
Watches.....	525	689			
Linseed.....	663,601	563,312			
Molasses.....	91,536	92,831			

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1875, and for the same time in 1874, have been as follows:

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874
Ashes.....pkgs.	5,782	6,354	Pitch.....	785	2,974
Breadstuffs.....			Oil cake.....pkgs.	147,013	104,316
Flour.....bbls.	2,333,594	2,707,311	Oil, lard.....	4,744	2,133
Wheat.....bush.	19,310,093	39,069,648	Peanuts.....bags.	44,018	94,579
Corn.....	15,145,765	24,917,074	Provisions.....		
Oats.....	5,635,740	6,775,361	Butter.....pkgs.	629,326	598,939
Rye.....	106,060	457,305	Cheese.....	1,477,661	1,341,574
Barley and malt.....	1,368,044	778,588	Outmeats.....	227,899	347,776
Grass seed, bags.....	52,851	40,914	Eggs.....	314,149	370,990
Beans.....bbls.	49,019	45,771	Pork.....	115,700	89,071
Peas.....bush.	939,344	332,832	Beef.....	18,422	17,831
C. meal.....bbls.	89,721	140,896	Lard.....	191,496	185,639
Cotton.....bales.	377,184	569,308	Kags.....	9,894	97,464
Hemp.....bales.	1,942	3,047	Rice.....pkgs.	14,075	14,585
Hides.....No.	1,728,015	1,583,322	Starch.....	246,689	239,579
Hops.....bales.	9,066	11,664	Stearine.....	14,718	15,181
Leather.....sides.	2,701,427	2,560,574	Sugar.....bbls.	56,737	.....
Molasses.....hhds.	794	.....	Sugar.....pkgs.	13,307	284
Molasses.....bbls.	22,795	33,406	Tallow.....pkgs.	11,793	34,494
Naval Stores.....			Tobacco.....bbls.	124,880	16,006
Cr. turp. bbls.	6,659	9,831	Tobacco.....hhds.	85,073	81,534
Spirits turpen.....	46,901	57,929	Whiskey.....bbls.	111,538	132,631
Rosin.....	361,009	363,953	Wool.....bales.	45,504	57,018
Tar.....	19,407	39,978	Dressed Hogs.....No.	46,823	106,792

COTTON.

FRIDAY, P. M., Sept. 10, 1875.

By special telegrams received to-night from the Southern Ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Sept. 10. It appears that the total receipts for the seven days have reached 18,676 bales, against 4,264 bales last week, 3,610 bales the previous week, and 1,941 bales three weeks since, making the total receipts since the first of September, 1875, 22,921 bales, against 19,708 bales for the same period of 1874, showing an increase since September 1, 1875, of 3,213 bales. The details of the receipts for this week (as per telegraph) and for corresponding weeks of five previous years are as follows:

Received this week at—	1875.	1874.	1873.	1872.	1871.	1870.
New Orleans.....bales.	1,972	2,676	2,014	7,863	2,395	2,101
Mobile.....	1,355	1,579	995	1,636	906	605
Charleston.....	2,551	1,328	1,463	5,749	1,502	2,286
Port Royal, &c.....	2,903	3,811	3,499	6,124	1,408	3,412
Savannah.....	8,503	8,937	1,177	5,892	3,401	347
Galveston.....	246	391	1,438	1,029	1,719	1,293
Indianola, &c.....	317	391	1,438	1,029	1,719	1,293
Tennessee, &c.....	48	37	4	12	.....	.....
Florida.....	153	41	141	342	341	199
North Carolina.....	797	344	2,068	1,312	993	861
Norfolk.....	.....	52	211	.....	.....	.....
City Point, &c.....	.....	.....	.....	.....	.....	.....
Total this week.....	18,676	14,506	18,005	29,825	12,581	11,504
Totalsince Sept. 1.....	22,921	19,708	21,531	42,944	21,280	17,972

The exports for the week ending this evening reach a total of 3,183 bales, of which 3,013 were to Great Britain, 19 to France, and 150 to the rest of the Continent, while the stocks, as made up this evening, are now 70,639 bales. Below are the stocks and exports for the week and also for the corresponding week of last season.

Week ending Sept. 10.	Exported to—			Total this week.	Same week 1874.	Stock.	
	G. Brit.	France	Continent			1875.	1874.
New Orleans.....	1,704	.....	.....	1,704	2,497	9,679	12,794
Mobile.....	.....	.....	.....	.....	.....	1,865	4,882
Charleston.....	.....	.....	.....	.....	.....	2,778	3,312
Savannah.....	.....	.....	.....	.....	20	2,653	5,619
Galveston.....	.....	.....	.....	.....	.....	13,134	6,716
New York.....	1,809	19	150	1,978	4,594	24,465	42,288
Other ports.....	.....	.....	.....	.....	53	15,000	17,000
Total.....	3,013	19	150	3,182	7,453	70,639	95,561
Since Sept. 1.....	4,547	19	150	4,716	5,104	.....	.....

Our telegram from New Orleans to-night shows that besides the above exports the amount of cotton on shipboard, and engaged for shipment at that port, is as follows: For Liverpool, 1,000 bales; for Havre, 500; for Continent, none; for coastwise ports, 500; total, 2,000 bales; which, if deducted from the stock, would leave 7,500 bales representing the quantity at the landing and in presses unsold or awaiting orders.]

From the foregoing statement, it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 4,371 bales, while the stocks to-night are 24,003 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 3, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coastwise Ports.	Stock.
	1875.	1874.	Great Britain.	France.	Other For'gn.	Total.		
New Orleans.....	311	795	.....	.....	.....	.....	651	9,673
Mobile.....	176	86	.....	.....	.....	.....	15	1,063
Charleston.....	391	461	.....	.....	.....	.....	213	3,142
Savannah.....	523	926	.....	.....	.....	.....	89	1,287
Galveston.....	2,868	1,397	.....	.....	.....	.....	39	7,662
New York.....	143	1,534	.....	.....	.....	1,534	.....	31,526
Florida.....	12	4	.....	.....	.....	.....	12	.....
No. Carolina.....	25	91	.....	.....	.....	.....	45	423
Norfolk.....	105	542	.....	.....	.....	.....	157	1,318
Other ports.....	107	227	.....	.....	.....	.....	.....	13,500
Total this year.....	4,345	.....	1,584	.....	.....	1,584	1,341	69,804
Total last year.....	.....	5,302	1,651	.....	.....	1,651	1,950	107,469

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.

The market for cotton on the spot has been drooping. Increased receipts at the ports caused free offerings for September and October delivery, which checked the demand for cotton on the spot, and caused an irregular decline in prices; low grades, which have not been much wanted, have given way most. There was on Tuesday a reduction of 1-16c. in Low middlings and 1/2c. in the lower grades, while Middling and grades above were not changed. On Wednesday, Low Middlings and grades above were reduced 1-16c., and grades below marked down 1/2c. Yesterday, there was a uniform decline of 1/2c., with the business wholly for home consumption. Today, prices were reduced 1-16c. to 1-16c. for Middlings Uplands, with a moderate business for home consumption. For future delivery, prices have fallen off rapidly. Receipts at the ports are unexpectedly large, exceeding thus far, we believe, any former movement for September. Crop accounts have been very favorable, with the weather clear, hot and forcing, causing cotton to make on the plant with all the rapidity and fullness possible. Foreign markets have been dull and weak, and trade reports by no means encouraging, although many mills have started up in the Eastern States and Great Britain. Under these circumstances the fact that prices are the lowest in many years has little influence upon the course of futures. Latterly, however, rather more caution is shown in going "short," but nothing like a revival of speculative activity and confidence. Yesterday, there was another sharp decline, with free sellers at the reduction, two of the Autumn months going at under 13c. for Middling Uplands. To day, there was a partial reaction, but a quiet market. There were indications of an unfavorable change in the weather, by which more or less injury it is supposed may be inflicted upon the growing crop. The Exchange adjourned at an earlier hour than usual, in respect to the memory of the late Mr. William Patrick, whose funeral took place this afternoon; and the only late sale was for January, at 13 1/2c. The total sales for forward delivery for the week are 141,700 bales, including — free on board. For immediate delivery the total sales foot up this week 7,027 bales, including — for export, 6,712 for consumption, 315 for speculation and — in transit. Of the above, — bales were to arrive. The following are the closing quotations:

New Classification.	Uplands.	Alabama.	New Orleans.	Texas
Ordinary.....per B.	11 13-16c.	11 12-16c.	11 13-16c.	11 13-16c.
Strict Ordinary.....	12 5-16c.	12 5-16c.	12 5-16c.	12 5-16c.
Good Ordinary.....	12 13-16c.	12 13-16c.	12 13-16c.	12 13-16c.
Strict Good Ordinary.....	13 8-16c.	13 8-16c.	13 7-16c.	13 5-16c.
Low Middling.....	13 15-16c.	13 15-16c.	13 15-16c.	13 15-16c.
Strict Low Middling.....	14 1/2c.	14 1/2c.	14 1/2c.	14 1/2c.
Middling.....	14 1/2c.	14 1/2c.	14 1/2c.	14 1/2c.
Good Middling.....	14 1/2c.	14 1/2c.	14 1/2c.	14 1/2c.
Strict Good Middling.....	15 1/2c.	15 1/2c.	15 1/2c.	15 1/2c.
Middling Fair.....	15 1/2c.	15 1/2c.	15 1/2c.	15 1/2c.
Fair.....	16 1/2c.	16 1/2c.	16 1/2c.	16 1/2c.

Below we give the sales of spot and transit cotton and price of Uplands at this market each day of the past week :

New Classification.	Sept.	SALES.			Total.	PRICES.			
		Con.	Spec.	Trans.		Ord.	Good	Low	Mid.
Saturday	743	165	.....	913	13 1/4	13 1/4	13 1/4	13 1/4
Sunday	1,114	101	.....	1,215	13 1/4	13 1/4	13 1/4	13 1/4
Monday	1,350	50	.....	1,400	13 1/4	13 1/4	13 1/4	13 1/4
Tuesday	845	.....	.....	845	13 1/4	13 1/4	13 1/4	13 1/4
Wednesday	1,238	.....	.....	1,238	13 1/4	13 1/4	13 1/4	13 1/4
Thursday	1,367	.....	.....	1,367	13 1/4	13 1/4	13 1/4	13 1/4
Friday	13 1/4	13 1/4	13 1/4	13 1/4
Total	6,712	315	.....	7,027	.....	.....	.....	.....

For forward delivery the sales (including — free on board) have reached during the week 141,700 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices :

For September.		Sales.		cts.		bales.		cts.	
Dales.	cts.	500.	13 1-16	2,500.	13 11-32	100.	13 21-32	2,500.	13 21-32
1,000.	13 9-32	300.	13 1-16	2,000.	13 1-16	100.	13 1-16	2,000.	13 21-32
2,000.	13 5-16	600.	13 3-8	800.	13 13-32	100.	13 21-32	800.	13 21-32
3,000.	13 1-32	100.	13 1-16	2,300.	13 7-32	100.	13 1-16	2,300.	13 21-32
4,000.	13 13-32	200.	13 1-16	2,100.	13 1-16	100.	13 21-32	2,100.	13 21-32
5,000.	13 1-16	300.	13 1-16	1,800.	13 1-16	100.	13 1-16	1,800.	13 21-32
6,000.	13 15-32	400.	13 1-16	1,600.	13 1-16	100.	13 1-16	1,600.	13 21-32
7,000.	13 11-32	500.	13 1-16	1,400.	13 1-16	100.	13 1-16	1,400.	13 21-32
8,000.	13 23-32	600.	13 1-16	1,200.	13 1-16	100.	13 1-16	1,200.	13 21-32
9,000.	13 11-32	700.	13 1-16	1,000.	13 1-16	100.	13 1-16	1,000.	13 21-32
10,000.	13 1-16	800.	13 1-16	800.	13 1-16	100.	13 1-16	800.	13 21-32
11,000.	13 1-16	900.	13 1-16	600.	13 1-16	100.	13 1-16	600.	13 21-32
12,000.	13 1-16	1,000.	13 1-16	400.	13 1-16	100.	13 1-16	400.	13 21-32
13,000.	13 1-16	1,100.	13 1-16	200.	13 1-16	100.	13 1-16	200.	13 21-32
14,000.	13 1-16	1,200.	13 1-16	100.	13 1-16	100.	13 1-16	100.	13 21-32
15,000.	13 1-16	1,300.	13 1-16	.....	.....	.....	.....	.....	.....
16,000.	13 1-16	1,400.	13 1-16	.....	.....	.....	.....	.....	.....
17,000.	13 1-16	1,500.	13 1-16	.....	.....	.....	.....	.....	.....
18,000.	13 1-16	1,600.	13 1-16	.....	.....	.....	.....	.....	.....
19,000.	13 1-16	1,700.	13 1-16	.....	.....	.....	.....	.....	.....
20,000.	13 1-16	1,800.	13 1-16	.....	.....	.....	.....	.....	.....
21,000.	13 1-16	1,900.	13 1-16	.....	.....	.....	.....	.....	.....
22,000.	13 1-16	2,000.	13 1-16	.....	.....	.....	.....	.....	.....
23,000.	13 1-16	2,100.	13 1-16	.....	.....	.....	.....	.....	.....
24,000.	13 1-16	2,200.	13 1-16	.....	.....	.....	.....	.....	.....
25,000.	13 1-16	2,300.	13 1-16	.....	.....	.....	.....	.....	.....
26,000.	13 1-16	2,400.	13 1-16	.....	.....	.....	.....	.....	.....
27,000.	13 1-16	2,500.	13 1-16	.....	.....	.....	.....	.....	.....
28,000.	13 1-16	2,600.	13 1-16	.....	.....	.....	.....	.....	.....
29,000.	13 1-16	2,700.	13 1-16	.....	.....	.....	.....	.....	.....
30,000.	13 1-16	2,800.	13 1-16	.....	.....	.....	.....	.....	.....
31,000.	13 1-16	2,900.	13 1-16	.....	.....	.....	.....	.....	.....
32,000.	13 1-16	3,000.	13 1-16	.....	.....	.....	.....	.....	.....
33,000.	13 1-16	3,100.	13 1-16	.....	.....	.....	.....	.....	.....
34,000.	13 1-16	3,200.	13 1-16	.....	.....	.....	.....	.....	.....
35,000.	13 1-16	3,300.	13 1-16	.....	.....	.....	.....	.....	.....
36,000.	13 1-16	3,400.	13 1-16	.....	.....	.....	.....	.....	.....
37,000.	13 1-16	3,500.	13 1-16	.....	.....	.....	.....	.....	.....
38,000.	13 1-16	3,600.	13 1-16	.....	.....	.....	.....	.....	.....
39,000.	13 1-16	3,700.	13 1-16	.....	.....	.....	.....	.....	.....
40,000.	13 1-16	3,800.	13 1-16	.....	.....	.....	.....	.....	.....
41,000.	13 1-16	3,900.	13 1-16	.....	.....	.....	.....	.....	.....
42,000.	13 1-16	4,000.	13 1-16	.....	.....	.....	.....	.....	.....
43,000.	13 1-16	4,100.	13 1-16	.....	.....	.....	.....	.....	.....
44,000.	13 1-16	4,200.	13 1-16	.....	.....	.....	.....	.....	.....
45,000.	13 1-16	4,300.	13 1-16	.....	.....	.....	.....	.....	.....
46,000.	13 1-16	4,400.	13 1-16	.....	.....	.....	.....	.....	.....
47,000.	13 1-16	4,500.	13 1-16	.....	.....	.....	.....	.....	.....
48,000.	13 1-16	4,600.	13 1-16	.....	.....	.....	.....	.....	.....
49,000.	13 1-16	4,700.	13 1-16	.....	.....	.....	.....	.....	.....
50,000.	13 1-16	4,800.	13 1-16	.....	.....	.....	.....	.....	.....
51,000.	13 1-16	4,900.	13 1-16	.....	.....	.....	.....	.....	.....
52,000.	13 1-16	5,000.	13 1-16	.....	.....	.....	.....	.....	.....
53,000.	13 1-16	5,100.	13 1-16	.....	.....	.....	.....	.....	.....
54,000.	13 1-16	5,200.	13 1-16	.....	.....	.....	.....	.....	.....
55,000.	13 1-16	5,300.	13 1-16	.....	.....	.....	.....	.....	.....
56,000.	13 1-16	5,400.	13 1-16	.....	.....	.....	.....	.....	.....
57,000.	13 1-16	5,500.	13 1-16	.....	.....	.....	.....	.....	.....
58,000.	13 1-16	5,600.	13 1-16	.....	.....	.....	.....	.....	.....
59,000.	13 1-16	5,700.	13 1-16	.....	.....	.....	.....	.....	.....
60,000.	13 1-16	5,800.	13 1-16	.....	.....	.....	.....	.....	.....
61,000.	13 1-16	5,900.	13 1-16	.....	.....	.....	.....	.....	.....
62,000.	13 1-16	6,000.	13 1-16	.....	.....	.....	.....	.....	.....
63,000.	13 1-16	6,100.	13 1-16	.....	.....	.....	.....	.....	.....
64,000.	13 1-16	6,200.	13 1-16	.....	.....	.....	.....	.....	.....
65,000.	13 1-16	6,300.	13 1-16	.....	.....	.....	.....	.....	.....
66,000.	13 1-16	6,400.	13 1-16	.....	.....	.....	.....	.....	.....
67,000.	13 1-16	6,500.	13 1-16	.....	.....	.....	.....	.....	.....
68,000.	13 1-16	6,600.	13 1-16	.....	.....	.....	.....	.....	.....
69,000.	13 1-16	6,700.	13 1-16	.....	.....	.....	.....	.....	.....
70,000.	13 1-16	6,800.	13 1-16	.....	.....	.....	.....	.....	.....
71,000.	13 1-16	6,900.	13 1-16	.....	.....	.....	.....	.....	.....
72,000.	13 1-16	7,000.	13 1-16	.....	.....	.....	.....	.....	.....
73,000.	13 1-16	7,100.	13 1-16	.....	.....	.....	.....	.....	.....
74,000.	13 1-16	7,200.	13 1-16	.....	.....	.....	.....	.....	.....
75,000.	13 1-16	7,300.	13 1-16	.....	.....	.....	.....	.....	.....
76,000.	13 1-16	7,400.	13 1-16	.....	.....	.....	.....	.....	.....
77,000.	13 1-16	7,500.	13 1-16	.....	.....	.....	.....	.....	.....
78,000.	13 1-16	7,600.	13 1-16	.....	.....	.....	.....	.....	.....
79,000.	13 1-16	7,700.	13 1-16	.....	.....	.....	.....	.....	.....
80,000.	13 1-16	7,800.	13 1-16	.....	.....	.....	.....	.....	.....
81,000.	13 1-16	7,900.	13 1-16	.....	.....	.....	.....	.....	.....
82,000.	13 1-16	8,000.	13 1-16	.....	.....	.....	.....	.....	.....
83,000.	13 1-16	8,100.	13 1-16	.....	.....	.....	.....	.....	.....
84,000.	13 1-16	8,200.	13 1-16	.....	.....	.....	.....	.....	.....
85,000.	13 1-16	8,300.	13 1-16	.....	.....	.....	.....	.....	.....
86,000.	13 1-16	8,400.	13 1-16	.....	.....	.....	.....	.....	.....
87,000.	13 1-16	8,500.	13 1-16	.....	.....	.....	.....	.....	.....
88,000.	13 1-16	8,600.	13 1-16	.....	.....	.....	.....	.....	.....
89,000.	13 1-16	8,700.	13 1-16	.....	.....	.....	.....	.....	.....
90,000.	13 1-16	8,800.	13 1-16	.....	.....	.....	.....	.....	.....
91,000.	13 1-16	8,900.	13 1-16	.....	.....	.....	.....	.....	.....
92,000.	13 1-16	9,000.	13 1-16	.....	.....	.....	.....	.....	.....
93,000.	13 1-16	9,100.	13 1-16	.....	.....	.....	.....	.....	.....
94,000.	13 1-16	9,200.	13 1-16	.....	.....	.....	.....	.....	.....
95,000.	13 1-16	9,300.	13 1-16	.....	.....	.....	.....	.....	.....
96,000.	13 1-16	9,400.	13 1-16	.....	.....	.....	.....	.....	.....
97,000.	13 1-16	9,500.	13 1-16	.....	.....	.....	.....	.....	.....
98,000.	13 1-16	9,600.	13 1-16	.....	.....	.....	.....	.....	.....
99,000.	13 1-16	9,700.	13 1-16	.....	.....	.....	.....	.....	.....
100,000.	13 1-16	9,800.	13 1-16	.....	.....	.....	.....	.....	.....
101,000.	13 1-16	9,900.	13 1-16	.....	.....	.....	.....	.....	.....
102,000.	13 1-16	10,000.	13 1-16	.....	.....	.....	.....	.....	.....
103,000.	13 1-16	10,100.	13 1-16	.....	.....	.....	.....	.....	.....
104,000.	13 1-16	10,200.	13 1-16	.....	.....	.....	.....	.....	.....
105,000.	13 1-16	10,300.	13 1-16	.....	.....	.....	.....	.....	.....
106,000.	13 1-16	10,400.	13 1-16	.....	.....	.....	.....	.....	.....
107,000.	13 1-16	10,500.	13 1-16	.....	.....	.....	.....	.....	.....
108,000.	13 1-16	10,600.	13 1-16	.....	.....	.....	.....	.....	.....
109,000.	13 1-16	10,700.	13 1-16	.....	.....	.....	.....	.....	.....
110,000.	13 1-16	10,800.	13 1-16	.....	.....	.....	.....	.....	.....
111,000.	13 1-16	10,900.	13 1-16	.....	.....	.....	.....	.....	.....
112,000.	13 1-16	11,000.	13 1-16	.....	.....	.....	.....	.....	.....
113,000.	13 1-16	11,100.	13 1-16	.....	.....	.....	.....	.....	.....
114,000.	13 1-16	11,200.	13 1-16	.....	.....	.....	.....	.....	.....
115,000.	13 1-16	11,300.	13 1-16	.....	.....	.....	.....	.....	.....
116,000.	13 1-16	11,400.	13 1-16	.....	.....	.....	.....	.....	.....
117,000.	13 1-16	11,500.	13 1-16	.....	.....	.....	.....	.....	.....
118,000.	13 1-16	11,600.	13 1-16	.....	.....	.....	.....	.....	.....
119,000.	13 1-16	11,700.	13 1-16	.....	.....	.....	.....	.....	.....
120,000.	13 1-16	11,800.	13 1-16	.....	.....	.....	.....	.....	.....
121,000.	13 1-16	11,900.	13 1-16	.....	.....	.....	.....	.....	.....
122,000.	13 1-16	12,000.	13 1-16	.....	.....	.....	.....	.....	.....
123,000.	13 1-16	12,100.	13 1-16	.....	.....	.....	.....	.....	.....
124,000.	13 1-16	12,200.	13 1-16	.....	.....	.....	.....	.....	.....
125,000.	13 1-16	12,300.	13 1-16	.....	.....	.....	.....	.....	.....
126,000.	13 1-16	12,400.	13 1-16	.....	.....	.....	.....	.....	.....
127,000.	13 1-16	12,500.	13 1-16	.....	.....	.....	.....	.....	.....
128,000.	13 1-16	12,600.	13 1-16	.....	.....	.....	.....	.....	.....
129,000.	13 1-16	12,700.	13 1-16	.....	.....	.....	.....	.....	.....
130,000.	13 1-16	12,800.	13 1-16	.....	.....	.....	.....	.....	.....
131,000.	13 1-16	12,900.	13 1-16	.....	.....	.....	.....	.....	.....
132,000.	13 1-16	13,000.	13 1-16	.....	.....	.....	.....	.....	.....
133,000.	13 1-16	13,100.	13 1-16	.....	.....	.....	.....	.....	.....
134,000.	13 1-16	13,200.	13 1-16	.....	.....	.....	.....	.....	.....
135,000.	13 1-16	13,300.	13 1-16	.....	.....	.....	.....	.....	.....
136,000.	13 1-16	13,400.	13 1-16	.....	.....	.....	.....	.....	.....
137,000.	13 1-16	13,500.	13 1-16	.....	.....	.....	.....	.....	.....
138,000.	13 1-16	13,600.	13 1-16	.....	.....	.....	.....	.....	.....
139,000.	13 1-16	13,700.	13 1-16	.....	.....	.....

New Orleans Department.

This report covers that part of the *State of Mississippi* not apportioned to the Memphis and Mobile Cotton Exchanges; the entire *State of Louisiana* and the *State of Arkansas*, south of the Arkansas River. The report is prepared and issued by the New Orleans Cotton Exchange through their Committee on Information and Statistics, composed of Harrison Watts, Chairman, J. V. Richards, Wm. A. Gwyn, R. C. Cammack, Edward Morphy, and W. C. Simmons, Jr.

Louisiana.—The following is condensed from 68 letters received from 33 parishes, and their average date is August 20:

Plant was well fruited prior to the heavy rains and winds which were quite general between the 1st and 20th ult., causing much shedding and complaints of bolts rotting. The general condition of the crop, however, is better than last year, and should there be a cessation of rain, will very materially improve.

Picking in a few sections had commenced, but will not become general before 1st September.

Mississippi.—Condensed from 110 replies received from 35 counties. Average date, August 20:

The weather is reported as being altogether too wet, and considerable damage from shedding of forms and bolts is complained of. The general condition, however, is represented as better than last year. Some complaints of rust and rot, but the absence of worms is noticed by our correspondents. Owing to continued rains, picking had not commenced, except in a few isolated cases, at date of 20th ult., but it will be general in the first week of September.

Arkansas.—Thirty-nine reports received from 23 counties:

The weather since 15th July, though wet, is generally reported as favorable. The plant was on the whole fruiting remarkably well, and retaining its squares and bolls. Some correspondents report it overburdened with bolls, whilst others state that the rains have occasioned a little shedding. The present condition is put down as good and much better than at the same time last year. Picking, with a few exceptions, had not commenced on the 20th August, and was not expected to become general before the 10th inst. From Choctaw and DeSoto counties we have accounts of much damage done by the recent overflows; in several others rust has made its appearance, though no actual injury is yet reported, whilst in many others the prospects are set down as better than known for many years.

Charleston Department.

This report covers the *State of South Carolina*, and is prepared and issued by the Charleston Cotton Exchange through their Committee on Information and Statistics, composed of Jas. S. Murdock, Chairman, Wm. J. McCormack, L. J. Walker, J. M. Thompson, W. K. Steedman.

South Carolina.—Condensed from 100 replies received from 30 counties.

The weather throughout the State has been very hot and dry during the latter half of July, and in many sections as late as the 10th to the 13th of August, since which time wet weather has prevailed with heavy rains, high winds and cool nights in certain sections.

The plant was fruiting well and very promising, but the severe drought followed by wet weather has caused it to shed forms, young bolls, and in some cases even leaves, particularly in the middle and lower counties.

The condition of the crop continues good in the upper portion of the State, but has been much injured lower down, especially near the coast.

Compared with last year, the whole State by average shows a falling off in prospective yield of 15½ per cent.

Picking has commenced in the lower Counties, and has been hastened by the drought and rust. It will be general about the 5th to 10th September, except near the mountains, where it is ten to fifteen days later. Rust is reported in twelve counties, and is spreading rapidly.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been no bales shipped from Bombay to Great Britain the past week and 3,000 bales to the Continent, while the receipts at Bombay during the same time have been 8,000 bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Sept. 9:

	Shipments this week			Shipments since Jan. 1			Receipts	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This week.	Since Jan. 1.
1875.....	3,000	3,000	6,000	733,000	413,000	1,146,000	3,000	1,236,000
1874.....	5,000	4,000	9,000	783,000	363,000	1,146,000	2,000	1,211,000
1873.....	9,000	1,000	10,000	873,000	136,000	1,009,000	2,000	923,000

From the foregoing it would appear that compared with last year there is a decrease of 6,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows an increase in shipments of 56,000 bales compared with the corresponding period of 1874.

The complaints from drought come from the important district of Kattiwari, in which the Dhollerah cotton is grown, but in other quarters crop prospects are favorable.

GUNNY BAGS, BAGGING, &c.—The market for bagging has ruled rather quiet, with few large sales reported. Sales the past week at New York and Boston aggregate about 3,000 rolls at 13½@13¾, cash and time. We note more inquiries from the South, and a better demand is anticipated, with higher prices, shortly. Bags are quiet, and prices are quoted at 13c. Bales are dull and nominal at 13½c. for Borneo; India, 9½@10c. Butts have been in fair request for small lots, and we note sales of 600 bales at 2½c. gold, in bond, 600 bales at 2½c. currency, and some 2,000 bales sold at private terms—supposed to be at 2½c., cash, on dock—the market closing steady at 2½@3c.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELEGRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to-night. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to-night (Sept. 10), we add the item of exports from the United States, including in it the exports of Friday only.

	1875.	1874.	1873.
Stock at Liverpool.....	735,000	841,000	738,000
Stock at London.....	64,000	111,000	209,250
Total Great Britain stock.....	849,000	952,000	937,250
Stock at Havre.....	191,000	179,750	198,500
Stock at Marseilles.....	4,250	14,000	13,750
Stock at Barcelona.....	73,000	55,000	30,000
Stock at Hamburg.....	13,000	25,750	31,000

	1875.	1874.	1873.
Stock at Bremen.....	34,500	41,500	46,000
Stock at Amsterdam.....	47,000	93,250	93,750
Stock at Rotterdam.....	9,750	23,750	29,000
Stock at Antwerp.....	4,000	10,500	27,000
Stock at other continental ports.....	11,000	85,000	67,000
Total continental ports.....	336,500	436,500	480,000
Total European stocks.....	1,285,500	1,438,500	1,417,350
India cotton afloat for Europe.....	265,000	330,000	290,500
American cotton afloat for Europe.....	26,000	27,000	26,000
Egypt, Brazil, &c., afloat for Europe.....	30,000	44,000	40,000
Stock in United States ports.....	70,639	95,561	65,968
Stock in United States interior ports.....	8,638	13,457	9,374
United States exports to-day.....	.....	.....	1,000
Total visible supply..... bales.	1,763,797	1,933,518	1,860,092

Of the above, the totals of American and other descriptions are as follows:

American—			
Liverpool stock.....	393,000	314,000	257,000
Continental stocks.....	183,000	243,000	199,000
American afloat to Europe.....	26,000	27,000	26,000
United States stock.....	70,639	95,561	65,968
United States interior stocks.....	8,638	13,457	9,374
United States exports to-day.....	.....	.....	1,000
Total American..... bales.	686,297	698,018	568,342

East India, Brazil, &c.—			
Liverpool stock.....	587,000	527,000	471,000
London stock.....	61,000	111,000	209,250
Continental stocks.....	203,500	243,500	231,000
India afloat for Europe.....	335,000	330,000	290,500
Egypt, Brazil, &c., afloat.....	30,000	44,000	40,000

Total East India, &c.....	1,079,500	1,255,500	1,391,750
Total American.....	686,297	698,018	568,342

Total visible supply..... bales.	1,763,797	1,933,518	1,860,092
Price Middling Uplands, Liverpool.....	7d.	7½@3d.	9d.

These figures indicate a decrease in the cotton in sight to-night, of 187,721 bales as compared with the same date of 1874, and a decrease of 94,395 bales as compared with the corresponding date of 1873.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night, and for the corresponding week of 1874:

	—Week ending Sept. 10, '75—		—Week ending Sept. 11, '74—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.
Augusta.....	1,040	989	1,007	736	379
Columbus.....	338	96	714	332	349
Macon.....	411	218	574	286	334
Montgomery.....	1,949	1,836	1,019	933	744
Selma.....	1,306	1,074	876	985	633
Memphis.....	223	400	2,448	1,677	1,716
Nashville.....	49	84	1,970	497	643
Total, old.....	5,315	4,747	8,633	5,446	4,796
Shreveport.....	868	230	273	275	40
Atlanta.....	73	22	398	35	17
St. Louis.....	47	95	195	319	773
Cincinnati.....	35	423	537	185	681
Total, new.....	528	770	1,423	814	1,510
Total, all.....	5,843	5,517	10,051	6,260	6,306

The above totals show that the old interior stocks have increased during the week 568 bales, and are to-night 9,819 bales less than at the same period last year. The receipts have been 131 bales less than the same week last year.

The exports of cotton from New York, this week show an increase, as compared with last week, the total reaching 1,478 bales, against 743 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since Sept. 1, 1875; and in the last column the total for the same period of the previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1875

EXPORTED TO	WEEK ENDING				Total to date.	Same period prev. year.
	Aug. 18.	Aug. 25.	Aug. 31.	Sept. 8.		
Liverpool.....	1,380	2,605	44	1,309	2,843	11,710
Other British Ports.....	.....	.....	.....	.....	.....	.....
Total to Gt. Britain.....	1,380	2,605	44	1,309	2,843	11,710
Havre.....	2,691	198	.....	19	19	2
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French.....	2,691	198	.....	19	19	2
Bremen and Hanover.....	.....	490	200	.....	.....	.....
Hamburg.....	48	.....	.....	150	150	.....
Other ports.....	900	.....	499	.....	.....	.....
Total to N. Europe.....	948	490	699	150	150	.....
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	.....
Total Spain, &c.....	.....	.....	.....	.....	.....	.....
Grand Total.....	5,019	3,293	743	1,478	5,019	11,712

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '75:

REC'D'S FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans..	882	1,842	...	...	...	...	...	...
Texas.....	1,391	1,891	...	...	...	...	...	...
Savannah.....	446	523	...	...	...	...	...	...
Mobile.....	41	46	...	...	...	...	...	...
Florida.....	213	238	...	...	...	...	177	177
St'h Carolina.....	9	16	...	...	...	...	...	...
N'th Carolina.....	146	171	...	...	...	...	55	55
Virginia.....	...	...	119	119	...	...	...	...
North'n Ports.....	...	...	36	36	71	71	...	...
Tennessee, &c.....	...	...	...	...	...	...	...	...
Foreign.....	...	...	...	...	...	...	...	...
Total this year.....	3,098	4,927	155	155	71	71	232	232
Total last year.....	5,590	7,211	1,821	1,821	301	301	154	154

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 5,091 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

NEW YORK.—To Liverpool, per steamers		Total bales.	
Memnon, 645.....	Republic, 4	...	...
England, 25.....	Montana, 286.....	City of Richmond, 199.....	per ship Ivanhoe, 150.....
To Havre, per steamer Ville de Paris, 19	Sea Island.....	...	1,309
To Hamburg, per steamer Klopstock, 150.....	...	...	150
New Orleans.—To Liverpool, per bark Truce, 2,395.....	...	...	2,395
To Genoa, per bark Atle, 263.....	...	...	263
To Vera Cruz, per steamer City of Merida, 355.....	...	...	355
Total.....	...	...	5,091

The particulars of these ship ments, arranged in our usual form are as follows:

	Liverpool.	Havre.	Hamburg.	Genoa.	Vera Cruz.	Total.
New York.....	1,309	19	150	...	...	1,478
New Orleans.....	2,395	...	...	863	355	3,613
Total.....	3,704	19	150	863	355	5,091

Below we give all news received to date of disasters, &c., to vessels carrying cotton from United States ports:

HIBERNIAN str. (Br.) Archer, from Baltimore for Liverpool, at Halifax, Sept. 5, was in collision with a schooner off Cape Henry, and had rail damaged. The schooner lost bowsprit. (The latter is supposed to have been at anchor off York Spit 4th.)

Cotton freights the past week have been as follows:

	Liverpool.		Havre.		Bremen.		Hamburg.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Saturday.....	②-④	②-32	11-16	c.	④comp.	c.	④comp.	c.
Sunday.....	②-④	②-33	11-16	..	④comp.	..	④comp.	..
Tuesday.....	②-④	②-33	11-16	..	④comp.	..	④comp.	..
Wednesday.....	②-④	②-33	11-16	..	④comp.	..	④comp.	..
Thursday.....	②-④	②-32	11-16	..	④comp.	..	④comp.	..
Friday.....	②-④	②-32	11-16	..	④comp.	..	④comp.	..

LIVERPOOL, Sept. 10.—4 P. M.—By CABLE FROM LIVERPOOL.—The market has ruled dull to-day. Sales of the day were 10,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 5,000 bales were American. The weekly movement is given as follows:

	Aug. 30.	Aug. 27.	Sept. 3.	Sept. 10.
Sales of the week.....	64,000	82,000	64,000	63,000
Forwarded.....	2,000	2,000	3,000	2,000
of which exporters took.....	10,000	12,000	9,000	11,000
of which speculators took.....	3,000	6,000	5,000	3,000
Total stock.....	887,000	875,000	828,000	785,000
of which American.....	495,000	460,000	435,000	398,000
Total import of the week.....	23,000	22,000	21,000	21,000
of which American.....	7,000	8,000	385	2,000
Actual export.....	14,000	13,000	17,000	18,000
Amount afloat.....	358,000	312,000	291,000	304,000
of which American.....	14,000	9,000	14,000	14,000

The following table will show the daily closing prices of cotton for the week:

Spot.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid'g Uplands. @ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16
do Orleans. @ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16	..@ 7 1-16

Future.

SATURDAY.—Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, by sailing vessel, if required, 7 1-16d.

Sept. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

MONDAY.—Sept. delivery from Sav. or Chas., 6 15-16d.

Sept. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

Oct.—Nov. shipment from Sav. or Chas., Low Mid. clause, 7 1-16d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, 7 1-16d.

Sept.—Oct. shipment from Sav. or Chas., new crop, Low Mid. clause, by steamer when required, 7 1-16d.

Nov.—Dec. shipment from Sav. or Chas., new crop, Low Mid. clause, 7 1-16d.

TUESDAY.—Jan.—Feb. delivery from Sav. or Chas., Low Mid. clause, new crop, 7 1-16d.

Sept.—Oct. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

Oct.—Nov. shipment from Sav. or Chas., Low Mid. clause, 7d.

Oct.—Nov. shipment from Sav. or Chas., Low Mid. clause, new crop, by sailing vessel, if required, 7d.

WEDNESDAY.—Sept. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, new crop, 7d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, new crop, by sailing vessel, if required, 7d.

THURSDAY.—Sept. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

Dec.—Jan. shipment from Sav. or Chas., Low Mid. clause, new crop, 7d.

Dec.—Jan. shipment from Sav. or Chas., Low Mid. clause, new crop, by sailing vessel, if required, 7d.

Sept. delivery from Sav. or Chas., Low Mid. clause, 6 15-16d.

Jan.—Feb. delivery from Sav. or Chas., Low Mid. clause, new crop, 6 15-16d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, new crop, by sailing vessel, if required, 6 15-16d.

FRIDAY.—Oct.—Nov. shipment from Sav. or Chas., Low Mid. clause, new crop, by steamer, if required, 6 13-16d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, new crop, 6 13-16d.

Dec.—Jan. shipment from Sav. or Chas., Low Mid. clause, new crop, by sail, if required, 6 15-16d.

Nov.—Dec. shipment from Sav. or Chas., Low Mid. clause, new crop, 6 15-16d.

Dec.—Jan. shipment from Sav. or Chas., Low Mid. clause, new crop, by sail, if required, 6 15-16d.

Sept. delivery from Sav. or Chas., Low Mid. clause, new crop, 6 13-16d.

Sept.—Oct. delivery from Sav. or Chas., Low Mid. clause, new crop, 6 13-16d.

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Aug. 28, 1875, states:

LIVERPOOL, Aug. 25.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.	Fair & 2'd fair.	Good & Fine.	Same date 1874—Fair. Good.
Sea Island.....	16 18	19 30	23 34	19 33
Florida do.....	15 16	17 18	20 ..	17 18 20

	Ord.	G.Ord.	L.Mid.	Mid.	G.Mid.	M.F.
Upland.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Mobile.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Texas.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
N. Orleans.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2

Since the commencement of the year the transactions on speculation and for export have been:

	—Taken on spec. to this date—	Actual exp. from Liv., Hull & other ports to date—	Actual exp. from U.K. in 1874.
1875.	1874.	1873.	1875.
1875.	1874.	1873.	1875.
American.....	171,430	157,940	122,150
Brazilian.....	5,330	18,400	5,990
Egyptian, &c. 11,830	13,490	9,790	5,064
W. India, &c. 1,770	2,440	1,100	12,898
G. India &c. 65,090	55,830	48,330	145,528
Total.....	254,450	247,340	187,190
			274,671
			300,551
			588,580

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand, on Thursday evening last:

	Sales this week.	Total this period	Same week 1874.	Average weekly sales 1875.
Trade.	37,770	3,770	4,480	43,960
Speculation.	8,640	3,000	11,640	318,660
American.....	4,880	190	60	160,930
Brazilian.....	2,140	70	50	1,530
Egyptian.....	2,140	70	50	1,530
W. Indian.....	12,990	5,870	1,190	19,040
East Indian.....	63,330	11,930	5,640	81,750
Total.....	63,330	11,930	5,640	81,750

	Imports.	Stocks.
This week.	1875.	1874.
1875.	1874.	1875.
American.....	8,003	1,381,615
Brazilian.....	321,900	368,119
Egyptian.....	161,567	153,708
W. Indian.....	5,072	45,011
East Indian.....	53,107	565,441
Total.....	66,770	2,477,315

BREADSTUFFS.

FRIDAY, P. M., September 10, 1875

The flour market has continued to show much irregularity in prices. Flours from old wheat are becoming scarce, and very firmly held, bringing in some cases a slight advance. Damage by recent storms in Minnesota is said to have been very great, and "patents" from that State have been held at 25@50c advance over late prices. The shipping business has been moderate, because buyers and sellers have been apart. Flours from new wheat are in larger supply and have sold at irregular and drooping prices. To-day, prices were lower for shipping extras, the sales including 2,000 bbls. at \$5 70@5 80.

The wheat market has exhibited much dullness and depression, with only moderate offerings. The receipts by canal, which were last week swollen by the quantity detained beyond the break, have materially fallen off. But much of the wheat has been out of condition, and thus receivers have been anxious to sell, and have found themselves under the necessity of doing so in the face of dull foreign advices and exchange difficult to negotiate. No. 2 Spring has latterly sold at \$1 23@1 28 for fair to prime Chicago, and \$1 30@1 31 for prime Milwaukee, a decline of 4@5c. from last Friday. New Winter wheat has sold at such a wide range of prices that no reliable quotations can be given. To-day, the market was dull and heavy, with sales of No. 2 Chicago at \$1 25@1 27, and No. 3 Milwaukee at \$1 30@1 31.

Indian corn declined quite as rapidly as wheat, until on Tuesday good to prime steam and sail mixed sold at 72@74c., under free receipts at the West. The decline stimulated the demand, and there was some recovery, with a large business for export and home consumption, but little apparent confidence in the stability of prices. To day, sudden cold at the West, caused apprehensions of frost, and there was more firmness among holders, but no advance in prices, and the demand only moderate.

Rye has been unsettled, with new quoted at 85@95c., as in

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quality, including Canada in bond at 38@90c., but these figures are nominal.

Barley has been without improvement; six-rowed State sold for the first ten days of October at \$1 15, and last half of September at \$1 20, and Barley malt has been sold freely at \$1 45@1 50, cash, for Canadian.

Oats of the new crop have continued to be freely offered on sale, and prices have further declined to 45@50c. for fair to prime mixed, and 50@55c. for fair to prime white, with prime old No. 2 Chicago selling at 57@58c. afloat. New No. 2 Chicago, for October delivery, sold to a moderate extent at 48c. The new crop appears to be a large one, but much of it is damaged or inferior.

The following are closing quotations:

FLOUR.			GRAIN.		
No. 1.....	5 bbls.	\$4 20@4 90	Wheat—No. 3 spring, bush.	\$1 17@	1 20
Superfine State & West- ern.....	5 00@	5 45	No. 2 spring.....	1 22@	1 31
Extra State, &c.....	5 20@	6 00	No. 1 spring.....	1 35@	1 38
Western Spring Wheat extras.....	5 20@	6 10	Red Western.....	1 20@	1 35
do XX and XXX.....	6 35@	7 50	Amber do.....	1 40@	1 45
do winter wheat X and XX.....	6 25@	8 25	White.....	1 45@	1 55
City shipping extras.....	6 00@	6 85	Corn—Western mixed.....	70@	74
City trade and family brands.....	7 00@	8 00	White Western.....	80@	82
Southern bakers' and fam- ily brands.....	7 25@	8 40	Yellow Western.....	75@	78
Southern shipping extras.....	6 40@	7 10	Southern, yellow.....	75@	78
Rye flour, superfine.....	5 40@	5 75	Rye.....	85@	95
Cornmeal—Western, &c.....	3 55@	4 15	Oats—Black.....	40@	58
Corn meal—Br'wine, &c.....	4 50@	4 60	White.....	40@	58
			Barley—Western.....	1 20@	1 30
			Canada West.....	1 10@	1 20
			State.....	1 10@	1 20
			Pesa—Canada.....	1 10@	1 40

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
For the week.	Since Jan. 1.	Since Jan. 1, 1874.		For the week.	Since Jan. 1.	Since Jan. 1, 1874.	
Flour, bbls.	14,463	2,335,594	2,107,311	47,195	1,223,257	35,376	1,531,222
C. meal, "	1,476	89,791	140,595	4,636	291,624	2,315	135,391
Wheat, bus.	1,370,511	19,216,028	29,069,648	827,336	18,140,047	995,899	26,563,240
Corn, "	954,435	15,145,795	22,515,074	426,634	8,404,497	175,468	15,718,915
Rye, "	1,300	106,060	457,305	152,343	.....	.....	533,050
Barley, "	33,509	1,368,044	778,598	110	.....	.....	3,000
Oats, "	263,216	5,653,740	6,775,351	5,013	88,428	6,350	88,996

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING SEPT. 4, 1875, AND FROM JANUARY 1 TO SEPT. 4:				EXPORTS FROM LAKE AND RIVER PORTS FOR THE WEEK ENDING SEPT. 4, 1875, AND FROM JANUARY 1 TO SEPT. 4:			
At—	Flour, bbls. (96 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)	
Chicago.....	20,244	434,888	956,385	475,179	52,181	37,955	
Milwaukee.....	15,199	553,126	12,910	77,544	42,852	10,530	
Toledo.....	1,778	237,243	264,866	91,544	.....	.....
Detroit.....	7,516	209,921	1,593	33,173	5,630	.....
Cleveland.....	2,983*	42,690	20,553	25,900	800	350	
St. Louis.....	20,320	290,586	74,418	156,144	14,635	13,359	
Peoria.....	2,465	19,970	126,000	137,360	9,963	32,910	
Duluth.....	2,463*	34,360	.....	.....	.....	.....
Total.....	78,260	1,921,594	1,457,002	996,844	126,044	95,104	
Previous week.....	80,257	1,643,108	1,496,843	1,135,747	69,755	82,333	
Corresponding week '74.....	108,022	1,613,971	1,545,060	435,686	136,317	34,044	
" '75.....	126,320	290,586	2,078,105	675,468	146,114	13,359	
" '76.....	73,956	1,553,371	1,136,114	725,617	287,691	53,613	
" '77.....	146,638	1,937,838	1,444,784	1,161,190	304,399	132,199	
" '78.....	144,612	1,513,588	426,759	683,099	368,612	63,343	
Total Aug. 1 to date.....	402,442	7,384,385	6,368,473	3,906,431	282,348	365,012	
Same time 1874.....	495,775	6,536,457	5,545,832	4,108,927	144,117	225,839	
Same time 1875.....	528,371	19,210,028	11,936,634	3,737,379	428,778	316,981	
Same time 1872.....	445,498	7,687,356	12,389,532	3,737,387	637,055	219,435	

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN from lake ports for the last four weeks, and from Jan. 1 to Sept. 4, inclusive, for four years:

Week ended—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept. 4, '75.....	96,011	1,651,879	2,079,690	819,230	49,732	21,262
Aug. 28, '75.....	95,338	1,142,114	1,353,560	696,932	39,330	14,657
Aug. 21, '75.....	94,769	999,075	1,219,773	335,711	25,583	28,302
Aug. 14, '75.....	89,896	1,472,882	1,265,344	190,405	2,587	12,614
Jan. 1 to date.....	3,274,335	32,269,548	28,904,442	9,339,945	1,014,956	408,533
Same time 1874.....	3,834,349	41,146,359	34,477,830	11,416,276	1,431,225	2,449,769
Same time 1875.....	3,250,034	39,140,290	33,070,101	11,079,373	1,374,475	2,453,516
Same time 1872.....	3,934,672	26,563,848	33,392,417	14,966,293	1,684,004	814,563

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING SEPT. 4, 1875, AND FROM JAN. 1 TO SEPT. 4:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	77,979	1,681,337	873,755	322,362	2,000	280
Boston.....	29,235	1,014	85,870	104,655	4,250	268
Portland.....	1,595	.....	16,500	5,000	.....	.....
Montreal.....	18,635	276,207	10,108	7,000	200	63
Philadelphia.....	18,400	77,300	179,100	153,900	2,500	.....
Baltimore.....	22,815	78,600	201,300	87,300	.....	2,700
New Orleans.....	4,433	2,635	10,322	9,306	.....	.....
Total.....	173,141	2,116,983	1,376,435	639,444	8,950	3,311
Previous week.....	148,175	1,556,313	897,045	270,554	8,883	2,556
Cor. week '74.....	218,034	1,432,361	583,619	408,023	100	11,100
Total Jan. 1 to date.....	3,274,335	32,269,548	28,904,442	9,339,945	1,014,956	408,533
Same time 1874.....	3,834,349	41,146,359	34,477,830	11,416,276	1,431,225	2,449,769
Same time 1875.....	3,250,034	39,140,290	33,070,101	11,079,373	1,374,475	2,453,516
Same time 1872.....	3,934,672	26,563,848	33,392,417	14,966,293	1,684,004	814,563

THE VISIBLE SUPPLY OF GRAIN, including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, the New York canals and by rail, Sept. 4, 1875:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York.....	1,25,331	1,033,068	214,069	1,963	11,216
In store at Albany.....	14,400	35,000	33,000	.....	6,000
In store at Buffalo.....	150,631	507,617	39,973	677	.....
In store at Chicago.....	611,717	1,517,889	311,125	31,090	58,555
In store at Milwaukee.....	390,013	29,329	28,559	12,092	15,149
In store at Duluth.....	58,473	.....	.....	.....	.....

In store at Toledo.....	604,378	484,415	179,994	.....	1,864
In store at Detroit.....	380,794	5,816	16,435	2,000	.....
In store at Oswego.....	25,000	32,000	5,500	.....	.....
In store at St. Louis.....	378,396	117,497	260,310	1,755	7,921
In store at Peoria.....	5,661	253,693	71,944	669	63,263
In store at Boston.....	.....	101,859	76,425	.....	589
In store at Toronto.....	18,665	.....	21,925	10,341	.....
In store at Montreal.....	175,580	29,364	2,981	.....	.....
In store at Philadelphia.....	300,000	295,000	50,000	.....	1,100
In store at Baltimore.....	74,937	468,575	35,000	.....	.....
Lake shipments.....	1,413,737	1,717,613	266,839	555	.....
Rail shipments.....	243,143	362,077	553,391	49,177	31,982
On New York canals.....	491,395	789,391	.....	20,855	.....

Total.....	6,439,349	7,694,453	2,167,628	122,304	197,218
Aug. 28, 1875.....	6,108,667	7,392,705	1,944,300	55,754	144,401
Sept. 5, 1874.....	8,373,424	6,433,451	1,792,604	174,896	101,066

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 10, 1875.

There has been less animation in the package trade than when last reported upon, and Western jobbers have not been so liberal in their operations, mainly on account of the mild weather which has prevailed and which retards consumption. Less steadiness is also to be observed in prices than could be wished, and manufacturers' agents have made some large sales of both cotton and woolen goods—which had unduly accumulated—at a material concession from previous holding rates, which has created a measure of distrust in the maintenance of other values, and caused buyers to exercise increased care in their selections. There was a well sustained jobbing movement, and retailers from remote parts of the country purchased a large aggregate amount of assorted merchandise, while business with near-by sections continues light and unimportant. Resident buyers of jobbing houses in the West, South and Southwest report business as fairly active in the interior, and on the whole the prospects of the fall trade may be regarded as encouraging. King Phillip mills—making bleached cottons, &c.—have commenced operations again after being closed for some time, and other mills now standing idle are about opening again, although present prices hold out slight hopes of an adequate profit on manufactured goods. The market for imported goods has been more active in some departments, but the movement is spasmodic and irregular.

DOMESTIC COTTON GOODS.—There has been a steady but moderate demand for package lots of the most staple fabrics, and piece selections have been made to a liberal amount. Prices of brown sheetings, bleached shirtings and grain bags have been somewhat irregular in first hands, and some makes of such have been closed out by agents at low figures; otherwise, the market has been fairly steady, although strong on a few descriptions only. Print cloths have been quiet at 5½c. for extras, and their late advancing tendency has been checked by more favorable prospects for an early resumption of work by the Fall River mills, whose operatives have been on strike. Prints of dark madder styles and plaids have been in good demand, but chocolate prints have continued quiet. Gingham has been very active, and the supply of standard makes is unequal to the current demand. Fine brown and four-yard brown sheetings were in steady request, and there was more inquiry for 7-8 bleached shirtings and low 4-4 goods. Cotton flannels and chevils continued active in the hands of both agents and jobbers, and dyed ducks were sold in fair amounts. Corset jeans and satteens, tickings, denims, apron checks, and osenbargs were severally in moderate demand. Grain bags having lately accumulated in first hands, a few leading makes, including Stark, Montaup, &c., have been reduced by the agents to prices which have given an impetus to the demand. Warps, cotton batts, and twines changed hands in liberal amounts.

DOMESTIC WOOLEN GOODS.—There has been an irregular movement in woolen goods and with the exception of worsted coatings, which continued in steady demand, men's wear fabrics have ruled quiet in first hands. Cassimeres were lightly dealt in and in quantities just sufficient for renewal of assortments—many buyers doubting the maintenance of present prices for any length of time, and in fact one large line of 6-4 fine goods has already been closed out at low figures. Overcoatings were distributed in small parcels in execution of orders, but new transactions were light. Cloths, doeskins, jeans and satinets ruled quiet, but there was more animation in cloakings and repellents. Flannels have been in steady demand and sales have been made to a considerable aggregate amount, but much complaint has been heard by manufacturers as to the prices obtained, which are said to be unremunerative. Blankets were in fair demand, but colder weather is needed to give a stimulus to their distribution. Dress goods continued quite active and are closely sold up to receipts, and lineys were in better request. Shawls, felt skirts and woolen hosiery were respectively in good demand.

FOREIGN DRY GOODS.—There has been a more active demand for black and colored dress silks, and velvets and turquoise have moved more freely. Black and colored cashmeres and plaid dress goods have been distributed in fair amounts by importers and jobbers, and black mohairs and alpacas were in steady request. Woolen goods for men's wear remained dull and depressed, and white goods continued quiet. Ribbons were largely sold through the medium of the auction rooms (including the balance of importation of Messrs. Ph. Schulhoff & Co.) and desirable alades brought good prices. Housekeeping linens were in steady request, but shirting and fronting makes, handkerchiefs, &c. remained quiet. Kid gloves were more active, but hosiery was only in moderate demand.

The importations of dry goods at this port for the week ending Sept. 9, 1875, and the corresponding weeks of 1874 and 1873 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPTEMBER 9, 1875:			
	1873	1874	1875
	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Manufactures of wool.....	1,705 \$729,955	1,368 \$622,111	771 \$333,058
do of cotton.....	385 57,460	385 270,375	385 57,460
do silk.....	585 47,460	703 488	855 533
do damask.....	250 233,718	1,419 190,562	2,197 143,977
Miscellaneous dry goods. 307	114,708	528 150,553	1,113 125,391
Total.....	4,356 \$1,740,303	4,513 \$1,738,471	5,800 \$1,474,711

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD:						
Manufactures of wool.....	1,159	\$317,585	1,434	\$880,069	909	\$319,788
do cotton.....	338	114,040	439	130,141	336	96,660
do silk.....	393	322,955	175	168,356	70	179,033
do flax.....	584	139,198	630	147,917	616	139,765
Miscellaneous dry goods..	1,193	36,559	133	37,407	109	41,130
Total.....	3,614	\$1,133,121	2,815	\$1,423,030	2,099	\$766,441

Add ent'd for consumpt'n	4,376	1,740,303	4,978	1,783,474	5,200	1,174,771
Total thrown upon m'k't.	7,990	\$2,853,874	7,689	\$2,956,564	7,239	\$1,941,122

ENTERED FOR WAREHOUSING DURING SAME PERIOD:

of wool....	717	\$343,816	747	\$302,019
cotton.....	843	106,754	939	74,545

do	silk.....	158	160,731	114	104,908	91	99,34
do	flax.....	494	126,480	330	69,319	288	61,07
Miscellaneous dry goods.		55	15,734	1,626	22,310	27	21,97
Total.....		1,767	768,455	3,049	\$835,101	1,188	\$445,22
Add ent'd for consumpt'n		4,376	1,740,303	4,873	1,783,474	5,390	1,174,71
Total entered at the port.		6,143	2,508,718	7,922	\$2,366,575	6,888	\$1,619,94

We annex prices of a few articles of domestic manufactures:

Bleached Sheetings and Shirts.								
Amskog A.	36	11	Dwight Star....	45	16	Pepperell.....	7-4	27
do Z.	33	11	Fearless.....	36	9%	do	8-4	27%
do ..	43	13	Fruit of the ..			do	9-4	36
do ..	46	14%	Loom	36	13	do	10-4	35
do ..	6-4	13	do	33	11	Pequot	5-4	20
do ..	10-4	39%	do	42	18	do	6-4	26
Andascog "NL	36	11%	do ..	30	9	do ..	8-4	30
do AA.	36	13	do ..	6-4	35	do ..	9-4	35
do ..	8-4	30	do 100's	36	15	do ..	10-4	34
do ..	9-4	32%	do camb.	36	16	Pocasset Can'		70
do ..	10-4	37%	Forestdale ..	38	11%	do F. 30		7
Anburn ..	36	10%	Gem of the Spin-			do FF.	36	8
do ..	6-4	29	die.....	36	10%	Pride of West	36	15
do ..	7-4	23	Greenville ex.	36	14	Red Bank.....	36	8
do ..	8-4	25	Green G.	36	8	do ..	36	8
do ..	9-4	27%	Gld Medal ..	36	9%	Reynolds AA.	36	8
do ..	10-4	32%	do ..	36	8	Suffolk L.....	36	8
do ..	11-4	37%	Gr't Falls Q..	36	11	Standard	35	11
do ..	12-4	32%	do S.....	31	8	do ..	33	10
Barker's Mills	36	11	do M.....	33	9	Slaterville ..	36	10
Barkett's A.	36	11	do A.....	32	9%	do ..	33	10
do B. XL	36	11	Hallowell Q..	36	8%	Social ..	36	10
Balfon & Son.	36	11	do Harris ..	36	8	do I.....	36	8
do ..	33	7%	Hill's S. Idem	33	9%	Sugamores ..	7-8	4
do AA.	36	11	do ..	36	11	Thorndike B.	36	9
Bates OS ..	36	12	do ..	42	13%	Tuscarora XX	36	12
do BB ..	36	10	Howe ..	36	10%	do ..	45	22
Bay Mills ..	36	13%	Hope ..	36	9%	do ..	9-8	20
Blairstown AA	36	10	Ind. Orch.AA.	36	13	Utica ..	35	15
do ..	36	10	do H. W ..	36	13	do ex N.Y.	35	15
do C.....	36	10	do S.....	36	11	do ..	45	22
do E.....	36	8%	King Phillip ..	36	11	do ..	6-4	27
do R.....	36	7%	do camb.	36	14	do ..	8-4	37
do S.....	36	9%	Knight cambr	36	10%	do ..	9-4	40
do X.....	42	13%	Lawrence S ..	33	11	do ..	10-4	43
do W.....	46	14%	Linwood ..	36	11	do Nonp.....	36	13
Boston ..	36	8%	Lacoma ..	8-4	30	Winona ..	36	13
do ..	9-4	32%	do ..	10-4	35	Waltham x ..	36	13
do ..	10-4	37%	do ..	10-4	35	do ..	6-4	27
Chestnut Hill	36	11%	Langdon ..	42	13%	do ..	8-4	37
Crescent ..	36	10%	do ..	46	14	do ..	9-4	40
do ..	33	10%	do GB ..	36	13	do ..	10-4	43
Cabot ..	7-8	8%	Lyman camb.	36	16	do ..	10-4	43
do ..	36	9%	Lonsdale ..	36	13	Wametta ..	9-8	21
do ..	36	13	do de Carrie	36	16	do OX.....	36	13
do ..	5-4	14%	Mansfield ..	36	12	do OHH ..	36	13
Camoe ..	37	6	Maxwell ..	36	14	do ..	8-4	37
Chapman fine	56	9	Methuen ..	37	6%	Wauregan ..	38	12
do X.....	36	9	Nashua E.....	36	12	do camb.....	36	12
Dayol ..	36	13%	do ..	5-4	16%	White Rock.	36	13
do ..	42	18	do	9-4	32%	Whitinsville.	36	13
do ..	46	30	do ..	10-4	37%	do ..	36	13
Decht D.	36	10%	Newmarket G.	36	12	Wessa m'cnB	36	13
do AA.	36	9%	N. Y. Mills ..	36	15%	do G33		
do Star.	36	10%	Peabody ..	36	9	Warren A.A.	36	13
do do ..	42	14	Pepperell.....	6-4	20	do B ..	36	13
do camb.	86	15	do ..	5-4	15	Williamsville	35	

Brown Sheetings and Shirtings

Width. Price.		Width. Price.		Width. Price.	
Allendale.....	8-4 23	Great Falls M	36 9	Newmarket A	36 8 1/2
do	9-4 25	do E	33 8	do B	36 10 1/2
do	10-4 27 1/2	do E	33 8	Putnam AA	36 10
do	11-4 29 1/2	do J	38 8 1/2	Pepperell	7-4 30
Andover grain do	12-4 30 1/2	Graniteville	36 9 1/2	do	8-4 30
do	10-4 28 1/2	Hallowell.....	36 9 1/2	do	10-4 27 1/2
Adriatic.....	36	do	40 10 1/2	do	11-4 30
Agawam F.....	36 8	do	36 9	do	12-4 40
Alabama.....	36 7 1/2	Harrisburg A	36 9 1/2	do E Anna	10 10
Albion A.....	36 7 1/2	do B	30 8 1/2	do R.....	36 9
Atlantic A.....	36 10 1/2	Indian Head.....	36 10 1/2	do O.....	36 8 1/2
do D.....	36 9	do	36 9	do N.....	36 7 1/2
do H.....	36 10 1/2	do	40 10 1/2	Pequot A.....	36 11
do P.....	36 8	do	36 10 1/2	do B.....	36 10 1/2
do L.....	36 7 1/2	Ind'n O.R.R.	36 10 1/2	do	8-4 35
Appleton A.....	36 10 1/2	do NN.....	36 8 1/2	do	10-4 35
do N.....	36 33	do EE.....	36 9 1/2	Pittsfield A	36 7 1/2
Augusta.....	36 8 1/2	do AA.....	40 10 1/2	Pocasset Canoe	36 10
do	30 7 1/2	do DW.....	36 10 1/2	Potomouth A	36 8
do A.....	36 6 1/2	Esconia O.....	36 9	Pium Island.....	36 10 1/2
Amoskeag.....	36	do B.....	36 8 1/2	do	36 10 1/2
do	45 10 1/2	do E.....	36 8 1/2	Saranac fine O	36 9 1/2
do	49 12 1/2	do	36 7 1/2	do	36 9 1/2
do	60 19	do	10-4 30	do	36 36
Boston.....	36 10 1/2	do	11-4 30	Stark A.....	36 10 1/2
do	40 12	Langley.....	36 10	do B.....	36
do	10-4 32 1/2	Laurel H.....	36 8 1/2	Swift River.....	36 7 1/2
do	8-4 27 1/2	Lynnan C.....	36	Suffolk A.....	36 8
do	9-4 30	do E.....	36 10 1/2	Tremont OC.....	36 8
Broadway.....	36 8	do T.....	36 8	do	36
Bedford B.....	36 7	Laighton GB.....	36 12 1/2	do heavy.....	40 14 1/2
Boott S.....	40 10	Lawrence D.....	36 9 1/2	do	36 14 1/2
do W.....	48 13	do XX.....	36 10 1/2	do	36
do FF.....	36	do LL.....	36 8	do	78 8 1/2
Cabot A.....	36 9 1/2	do J.....	36 11	do	66 40
do W.....	7-8 9	do Y.....	36 9 1/2	do	36 45
Continental C	36 9 1/2	Mass. J.....	29 7 1/2	do heavy.....	110 6 1/2
Conestoga D	36 8	do E.....	36 8	Waltham F.....	36 13
do G.....	36 8	do BB.....	36 8 1/2	do	5-4 15 1/2
do S.....	36 10 1/2	do M.....	40 10	do	9-1 25
do W.....	36 10 1/2	do standard	36 10 1/2	do	10-4 27 1/2
do AAA.....	12 1/2	Maxwell.....	40 15	do	11-4
Crescent.....	36 9 1/2	Medford.....	36 9 1/2	Warren R.....	40 10 1/2
Dwight X.....	80 7 1/2	Mytic River.....	36 9	do W.....	36 9 1/2
do Y.....	36 8 1/2	Nashua fine B	36 9	do AA.....	40 14 1/2
do Z.....	36 8 1/2	do R.....	36 9 1/2	Wachusett.....	36 10
do ZZ.....	40 9 1/2	do E.....	36 11 1/2	do	36 8 1/2
do Star.....	36 10	do W.....	49 16 1/2	do	40 14
do W.....	36	do	54 16 1/2	do	48 16 1/2
Water.....	36				

Tickings.

Amoskog ACA.	25	Cordis No. 1.	33	23	Omega B.....	17 1/2
do do do 36	20	do awning.	25	25	do A.	20 1/2
do do A.....	20	do No. 2.	19	19	do ACA.	30
do do B.....	17	do No. 3.	17	17	do do 36	24
do do C.....	15	do No. 4.	15	15	do medal.	34
do do E.....	13 1/2	do No. 5.	19	19	Minnehaha. 7-8	22 1/2
do awning.	20	do No. 6.	11	11	do 4-4	25
do do ACA.	25	do No. 7.	10	10	Pearl River.....	21 1/2
Albany.....	7	Easton.....	9-11	9-11	Palmer.....	18
Conestoga..... 60	37 1/2	Hamilton.....	16	16	Pemberton.....	18
do do FP.	20	do D.....	13 1/2	13 1/2	do B.....	11
do do prem A. 4-4	22	Hampden CC.	30	14 1/2	do E.....	13 1/2
do do ex. 4-4	20	do RB.....	13	13	Pittsfield.....	6 1/2
do do ex. 7-8	17 1/2	do TRA.....	21	21	Swift River.....	10
do do Gld md4-4	17 1/2	Lewiston A.....	36	34	Thorndike A.....	10 1/2
do do CT.....	36	do A.....	32	19	do C.....	10 1/2
do do CCA7-8	14 1/2	do A.....	30	17	Willow Brk No 1	19
do do Penna. 4-4	10	Nethuen AA.....	30	30	Whitenton XXX.	25
do do A.....	10	do ASA.....	30	30	do A.....	37
do do C.....	10 1/2	Lancaster.....	4-4	25	Yonkers.....	30
Cordis AAA.	32	do do 7-8	12	12	do 33	21
do do AGC.	23	Omega C.....	22	22		

Glazed Cambrica:

Ellerton.....	7	Harmony.....	6	Washington....	6½
Franklin.....	7	Red Cross.....	7	High colors 1c. higher.	

enims

Amoskeag.....	20	Cordis XX brn.....	13½	Thorndike A.....	10½
do B.....	15	do XX brn.....	13½	Uncas's UGA.....	13½
Boston.....	20	Everett.....	20	York.....	20
Beaver Cr.AA.....	15½	Lewiston.....	20	Warren AXA.....	16
do BB.....	13½	Otis AXA.....	16	do BB.....	11
do CC.....	13½	do BB.....	14	do CC.....	15
Carlton.....	17	do CG.....	13	Gold Medal.....	10
Columb's br bro	17	Pearl River.....	19	Haymaker.....	10
do XXX br.....	18	Palmer.....	10		

Checks.

Caledonia No. 7.	134	Far. & Min. No. 36	23	Union M. No. 56	17-18
do No. 8.	14	Far. & Min. No. 40	13	do No. 70	17-18
do No. 9.	14	do No. 50	14	do No. 80	14
do No. 10	18	do No. 70	14	do No. 90	14
do No. 70	19	do No. 80	17 1/2	do No. 900	16
Far. & Min. No. 3	12	do No. 90	19	do No. 800	16
do No. 5	14	do No. 100	21	do No. 700	14
do No. 7	16	Union Mills No. 18	15	Prodigy	13
do No. 8	18	do No. 20	17	Lewiston A.	13 1/2
do No. 9	18				

Stripes.

American.....	10-11	Everett heavy..	17	Thorndike A....	14
American.....	13-14	Hamilton.....	13-14	do B.....	13
do fancy.....	14	Lew's AA Chev..	14	Uncasville A...	10-11
Bakes Cheviot..	13½	do A.....	12	do UCA.....	13-13
Cordie awning..	25-27½	Massachusetts..	12	Whittenton AA	11
Columbian.....	9½	Otis BB.....	12	do B.....	14
Everett Cheviot	15	Park Mills Ch'L	18½	do fancy XX	5

Bags

American	27 50	Ontario A.	30 00	Stark A.	29 00
Amoskeag	27 50	do B.	35 00	do C & bush	29 00
Excelsior	29 00	do C.	40 00	do 2 1/2 bush	40 00
Lewiston	28 00	Powhattan A.	28 00	Phila A.	30 00
Franklinville	28 00	do B.	35 00	do B.	35 00
Montauk	27 00	do C.	40 00	do C.	40 00

Cotton Batts

Dirigo.....	18	Hanover.....	10	Rock Island ..	15
H. H.....	9	Logan.....	18	Russian.....	19
Irving.....	16	Jackson.....	20	Standard.....	19
Granger.....	23	Honest Injun.....	13	Wyoming.....	18

Cotton Yarn

Empress 6 to 12... 25	Sargeant 6 to 13.. 25	IKL 6 to 12..... 25
Penlleton do ... 25	Pontenoy do .. 25	IKX do 25

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